

Navy News

SEPTEMBER 1998

80p



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take the
desert by
storm**

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**WIN £1,000
WITH
JOKER
JACK!**

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big steam**

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Helicopter carrier faces her toughest test yet

OCEAN: THE HEAT IS ON

Spearhead Marines in Congo alert

ROYAL Marines of Britain's current Spearhead Battalion were standing by near Kinshasa, capital of the troubled Democratic Republic of Congo as Navy News went to press.

The 120 men of A Company, 40 Commando, were flown by RAF Hercules transport into Brazzaville, capital of the Congo Republic across the Congo River from Kinshasa in what the Ministry of Defence termed "a precautionary measure".

The deployment, using Ascension Island as a staging post, was made

■ Turn to back page

HELICOPTER carrier HMS Ocean is about to face her severest test yet – deployments to the tropics and to the Arctic for trials designed to prove her capability in hot and cold climatic conditions.

She will leave for the Caribbean this autumn after undertaking preliminary sea training and commissioning at her home base of Devonport on September 30.

During first-of-class flying trials she will operate with all relevant aircraft, including Sea Harriers which will conduct landing-on and launch trials.

45 Commando

Equipped with six Sea King troop-carrying helicopters, Ocean – under her Commanding Officer, Capt Robert Turner – will cross the Atlantic in late October to embark 500 men of 45 Commando from Belize for amphibious landing exercises in the Dutch Antilles.

It will mark the first use in a major exercise of the Navy's new landing craft – LCVT Mk 5s – of which Ocean has four.

The importance of the 21,000-tonne carrier to the Royal Navy is emphasised by the fact that chief guest at her commissioning will be the First Sea Lord, Admiral Sir Jock Slater.

It will be his last public duty before handing over to Admiral Sir Michael Boyce on October 8.

After Christmas leave, Ocean will embark on the second part of her climatic trials – testing her performance in the winter waters off Norway. She is due to enter full operational service in March.



● HMS Ocean – climatic trials begin this autumn.

Lancaster's days of independence

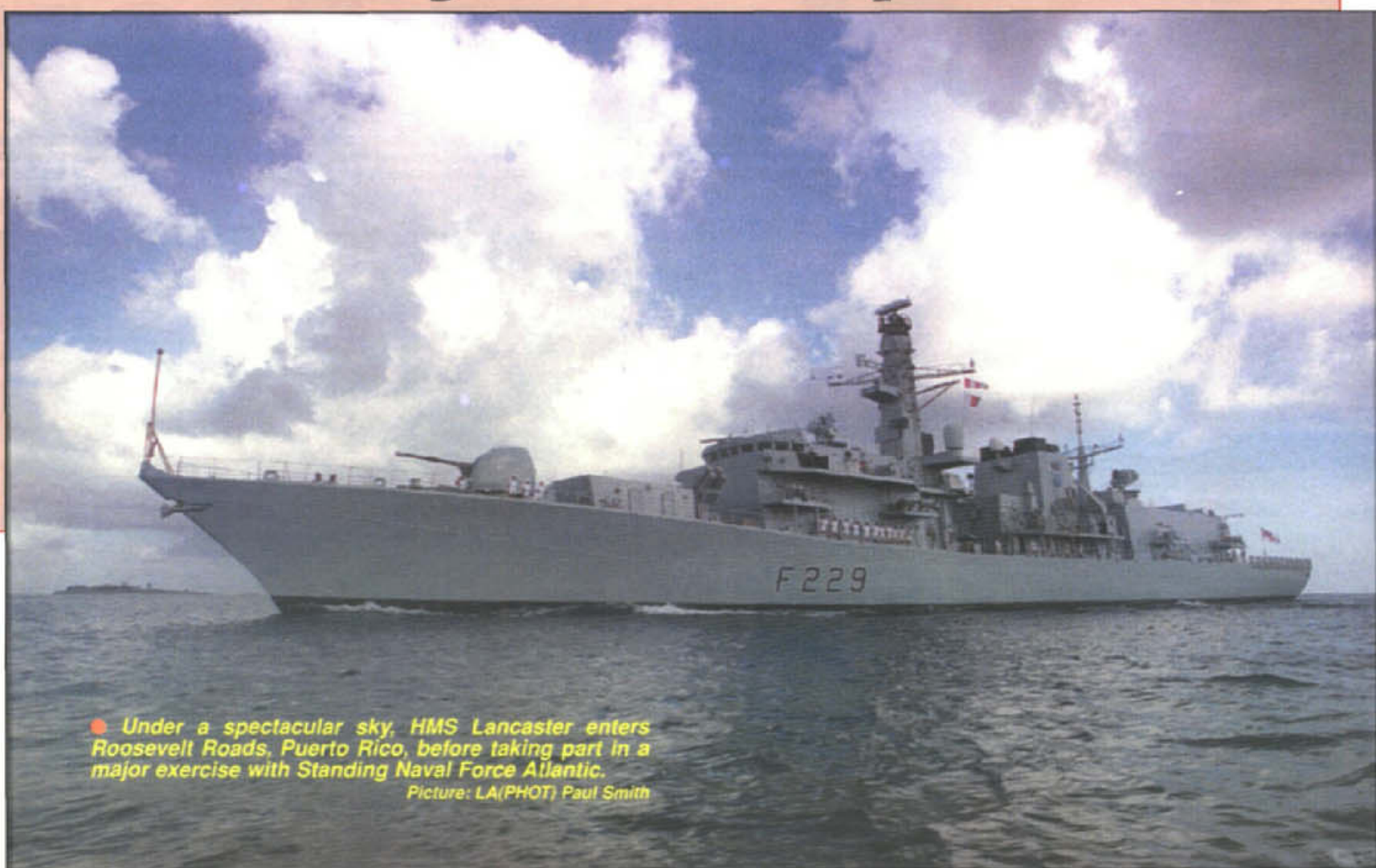
A VISIT to Colombia has completed a hat-trick of Independence Day attendances for HMS Lancaster.

During July, the frigate was in New York on the 4th, in the Bahamas for their big day on the 10th, and celebrated Colombian Independence Day at Cartagena on the 20th.

Lancaster was operating in the Western Atlantic area and is the first Type 23 warship to be deployed as the British contribution to NATO's Standing Naval Force Atlantic.

The squadron conducted exercises with the Colombian navy before anchoring in Cartagena's historic bay which, in 1741, was defended from the British Admiral Vernon by Spain's 'Nelson' – the one-eyed, one-armed, one-legged Don Blas de Lozo.

Among Lancaster's visitors while she was at Cartagena was the British Ambassador to Colombia, Jeremy Thorp.



● Under a spectacular sky, HMS Lancaster enters Roosevelt Roads, Puerto Rico, before taking part in a major exercise with Standing Naval Force Atlantic.

Picture: LA(PHOT) Paul Smith

Tele watch on Sir Geraint's bow doors

LANDING ship RFA Sir Geraint is being fitted with closed-circuit TV cameras to cover her bow doors after an incident in which she shipped water through them during a heavy storm in the Atlantic.

The cameras and a bilge alarm are being fitted, in line with commercial ferries, following a report by the Royal Fleet Auxiliary and the Marine Investigation Accident Branch. The incident happened in April and, after repairs, the ship has continued to operate without incident.

Safety

A spokesman for the RFA said Sir Geraint met the safety standards of a class-one passenger vessel, and pointed out that no water entered the vehicle deck of the ship as – unlike most commercial RoRo ferries – the watertight forward bulkhead was aft of the bow doors. The vehicle deck was already covered by cameras.

The Sir Geraint's bow doors had been permanently braced shut as amphibious beaching operations by the class were now rarely undertaken.

The ship was designed with a gap at the top of the doors, and it was through this that the water entered – unnoticed at first. As the doors had been braced shut the water was unable to escape.

Warning on 'upper limb disorders'

UNIFORMED and civilian personnel are being advised on the hazards and prevention of arm conditions related to working practices.

'Work Related Upper Limb Disorders' – or, in short, WRULD – incorporate a vast range of different conditions affecting the soft tissues of the arms – muscles, ligaments and tendons.

They can include tennis and golfer's elbow, carpal tunnel syndrome, tenosynovitis and frozen shoulder and can lead to poor productivity, absence through sickness and claims against employers.

Information on the reduction of the risk of WRULD – including adoption of appropriate design of work tools, arrangement of the workplace and alteration of work rates – is given in a General Defence Council Instruction, 169/98.

Chatham berth secured for wartime destroyer

CAVALIER WINS LAST BATTLE

A YEAR-LONG fight to save Britain's last wartime destroyer for the nation has ended in success.

HMS Cavalier, which this time last year appeared to be facing an uncertain future in the Far East, will now become a prize exhibit at Chatham Historic Dockyard – thanks to an initial grant of £830,000 lottery money from the National Heritage Memorial Fund.

The money will be used to repair the ship at her South Tyneside berth and to tow her to Chatham where she is expected to arrive in April next year. A further application is being made for a second-phase grant to consolidate her development as a memorial and museum ship.

'Terrific news'

Sid Anning, Chairman of the HMS Cavalier Association – one of the organisations forming the HMS Cavalier (Chatham) Consortium – described the grant decision as "terrific news."

"This is not just about saving HMS Cavalier," he said. "Our fight for Cavalier has raised the whole issue of the troubles associated with historic ships, and how they need to be properly funded."

The Cavalier Consortium also includes Chatham Historic Trust, Medway Council and the Friends of the Cavalier Trust, and they now plan to establish a memorial and museum near the ship's Chatham



● HMS Cavalier in 1971, shortly before she was paid off.

berth to commemorate the 153 destroyers lost in World War II.

Total cost of the venture is likely to approach £2 million, but that does include establishment of a museum involving, as well as Cavalier, the preserved submarine Ocelot and the Victorian sloop Gannet which are already at Chatham.

Under the conditions of the ini-

tial grant, the consortium will have to contribute £350,000, which Mr Anning foresees being raised through corporate help, via charities and by public donations. He said an appeal would be launched soon.

HMS Cavalier was completed in 1944 and served mainly in Arctic waters before VE Day. She was modernised in the 1950s and

throughout the 1960s saw worldwide service.

Laid up in 1972, she was sold five years later to the HMS Cavalier Trust for £65,000. She started life as a floating museum at Southampton where she remained until 1983 when she was re-opened at Brighton.

Disastrous

After a financially disastrous four years there, she was sold to South Tyneside Council who planned to make her the centrepiece of a shipbuilding exhibition centre at Hebburn.

But money was again a problem, and after the council's plan failed to attract lottery aid, she was once more put up for sale – this time the prospective buyers being operators of a Malaysian theme park.

The deal was strongly opposed by the HMS Cavalier Association. However, they seemed powerless to block the move until, early this year, the Malaysians pulled out.

After that – and with the scrapyard looming – support for preservation of the ship in this country grew, and attracted the favourable reaction of a Commons Select Committee.

■ The National Historic Ships Committee was launching a registration scheme for the new National Register of Historic Vessels at the International Festival of the Sea at Portsmouth.

The scheme recognises the substantial part played by private owners in preserving historic vessels in the UK – thought to number about 3,000.

Princess Royal to visit Sea Festival

THE PRINCESS Royal will be chief guest at the International Festival of the Sea when she visits Portsmouth Naval Base on August 31.

Princess Anne, accompanied by her husband, Capt Timothy Laurence, will lunch on board HMS Invincible alongside, and will view a harbour display from the deck of HMS Ark Royal.

Later she will visit the Russian tall ship Sedov, see the Festival's 18th century market, and call on No. 4 Boathouse which houses HMS Victory's topsail. She will be hosted by the Chief of Fleet support, Vice Admiral Sir John Dunt.

In the evening the Princess will be joined by the First Sea Lord, Admiral Sir Jock Slater, to witness the Royal Marines Beat Retreat.

It was estimated that 1,000 vessels would take part in the Festival as Navy News went to press.

Hornblower filming ends

FORMER Naval property at the Royal William Yard, Plymouth, was the location for some of the last filming for the forthcoming TV drama series based on the Hornblower novels of C. S. Forester.

First of four two-hour episodes of the Meridian production is due to be networked by ITV in October and will star Robert Lindsay – and Ian Gruffudd as Forester's Nelsonian hero Horatio Hornblower.

Second programme in the series is scheduled for December, and another two – co-starring Cherie Lunghi – are due to be shown early next year.

Training Tigers, flying visits

WITH the cancellation of 814 Naval Air Squadron's summer Gulf deployment and with half of them embarked to Poland, the remaining three aircraft and crew flew around Britain to get in as much operational training as possible in the space of a fortnight.

Exercises included flying through the London helicopter routes and a visit to flying training at RAF Shawbury. The detachment was also able to work with RN University Training vessels and visited Nottingham and Liverpool RAF University Air Squadrons to fly cadets at RAF Newton and Woodvale.

Troop flying for the Royal Marines Reserve Unit at Newcastle and mountain flying in Scotland and the Lake District were also achieved – as in the winching exercise down to an RM RIB shown here.

The distinctively painted 'Flying Tigers' aircraft visited the home ground of the Leicester 'Tigers' Rugby FC for an Open Day and later raffled two autographed rugby balls for £210, presented to the Squadron's affiliated charity, St Julia's Hospice. The anti-submarine warfare helicopter also dropped in on three local schools where students were able to quiz the aircrew on their front line role.

TRIDENT STOCK STEADY, SAVES 'UP TO £50M'

CUTS in Britain's nuclear missile armoury will result in savings of up to £50million, according to Defence Secretary George Robertson.

Portland aviation swansong

FORTY years of Naval aviation at RN air station Portland will be marked by a free open day 'Osprey, End of an Era' on October 17.

Transfer of the Lynx helicopter squadrons to Yeovilton early next year spells the end of front line operations at Portland and this will be the last chance for the public to come in and see the Navy at work there.

A major feature will be the static display of every type of helicopter that has served at the airfield since it was established in 1959. There will also be flying, firefighting and field gun demonstrations, music, marching – and a poignant ceremonial sunset. Children will be entertained in the play area with rides, bouncy castle and a flight simulator. Call 01305 825558 for more details.

□ An Air Traffic Control Closure Party open to all ATC staff past and present will be held on February 6. Send cheques for £10 payable to 'HMS Osprey Non Public Account' to Lt J.S. Slocumbe, Air Traffic Control, RN Air Station, Portland DT5 1BQ.

Any other business

THE BEIRA Patrol, Cod Wars, the voyages of Sir John Ross and the work of the Royal Naval Division are among the items covered in *The Royal Navy in Operations Other Than War*, a series of lectures at the Royal Maritime Museum this autumn.

HMS Victory is the subject of a one-day course on October 3. Call 0181 312 6747 for details.

First's degree

ADMIRAL Sir Jock Slater, who retires as First Sea Lord next month, has received an honorary degree from the Royal Military College of Science, Shrivenham.

He said the Government intended to maintain the Trident missile inventory at 58, rather than increasing it to 65 as previously planned. And although Britain will continue to buy missile components in order to safeguard production capabilities, some will become spares and others could be sold back to the Americans in future.

Mr Robertson also announced that all stocks of Britain's WE177 free-fall nuclear bomb would have been dismantled by the end of August. This leaves the Royal Navy's Trident as Britain's only nuclear system.

□ Papers released by the Public Record Office show that the Admiralty in 1959 envisaged a fleet of Polaris submarines capable of inflicting 50 per cent damage on 44 Russian cities.

They also reveal a struggle between the Admiralty and Air Ministry over who should control Britain's nuclear deterrent after the demise of the ageing V-bomber aircraft, with the RAF pinning its hopes on the land-based Blue Streak ballistic missile – which was eventually axed as a failure – and

the Navy holding out for the Polaris submarine system.

Drug buster Shiny Sheff's 40sec salvo

AN all-action Caribbean drugs bust has launched a new Royal Navy television advertising campaign.

Filmed in Miami and Antigua, the 40-second item features actors as drugs runners whose activities are spotted and thwarted by a Naval frigate.

The ship's company of current West Indies Guardship HMS Sheffield also starred in the film – shot by Paul Street, responsible for the memorable Steve McQueen Ford Puma advert.

The current campaign is designed to emphasise the importance of teamwork in the Navy and the range of capabilities individuals bring to the team, said Deborah Glover, recruiting publicity officer (advertising) for the Director of Naval Recruiting.

Future subjects would include humanitarian work, search and rescue and defence diplomacy.

● On location in the Caribbean – HMS Sheffield set to star on the small screen.

Picture: LA(Phot) Dave Coombs



JACK ET JACQUES

Les Aspects de Philosophie

(Dans un petit café à Marseille, sous un splendide starry sky Méditerranée, à minuit)

'C'est une funny thing, l'univers, Jacques.'

'Oui, Jack. C'est vraiment une chose bizarre, l'univers. Mais je suis un existentialiste. Jean Paul Sartre et Albert Camus, ils sont mon favorite reading.'

'Mmm... Je préfère John Lennon, moi. Ou even Eric Cantona. Non, je mean, c'est un funny old monde, Jacques.'

'Qu'est-ce que c'est que vous êtes trying to get at, Jack?'

'Well, regardez ce cockroach, Jacques. J'ai watched 'im pour le past deux heures! Il est continually trying to monter le côté de notre table – et chaque fois il tombe back sur le deck! Et pourquoi?'

'Ah, c'est l'éternel struggle pour self-improvement, Jack! Prenez un leçon from 'im!'

'Qu'est-ce que vous voulez dire, Jacques?'

'D'accord. Take votre cas, Jack. Vous êtes still un commun AB apres toutes ces années. Combien de fois avez vous perdu votre hook?'

'J'ai oublié. Mais ce n'est pas ma faute! Tout le monde est contre moi! Vous aussi, peut-être...'

'Non! Pas du tout, Jack! Je suis votre ami! Let moi expliquer. Et bien – ce cockroach, c'est vous, Jack!'

'Oh, merci beaucoup!'

'Non, non, non – 'ow puis-je put this? Ce cockroach, il nous donne un parallel exemple de votre vie! Toujours il monte – et toujours il tombe. Mais il keeps on trying! Comme dans "Star Trek", Jack, ce cockroach est boldly going où personne n'a jamais gone before!'

'Mmm... je comprends l'importance de reaching pour les stars, Jacques! Mais dans le cas de notre petit cockroach – pourquoi does il want to climb up le côté de notre table?'

'Oh, je n'ai aucune idée, Jack! Il est un simple soul! Maybe il est just trying to get at les remains de votre ham sandwich! Ave une autre biere, Jack – et puis nous revenons au bateau...'

(Avec appreciation pour Albert Camus (1913-1960), Nobel Prix winning auteur de Le Mythe de Sisyphe (1942). Pour les uninitiated, Sisyphe (ou Sisyphus) était un homme dans Greek Mythologie qui était condamné pour éternité to push un grand rock (comme l'un dans Raiders de l'Arche Perdue, je suppose) up le côté d'une montagne. Et puis le rock a roulé down l'autre side et il must push it up encore! Un mauvais trick, eh? Par le way, Albert Camus était aussi un pretty good footballer, comme Eric Cantona. Oui, c'est vrai! Il a played en goal pour Algiers!)



Illustrations par TUSA.





DRAGONFLY READY TO ROLL

THREE years of painstaking work will be rewarded when a fully-restored Westland Dragonfly is rolled out at the Yorkshire Air Museum.

A small team of volunteers under ex-Naval Air Mechanic Ray McElwain have rebuilt the aircraft from three wrecks discovered as scrap.

The volunteers expect to complete the remaining glazing, instrument panel, cockpit and paint work in time for the roll-out, and the only things they still need are a transmission oil temperature gauge, two instrument panel hooded light fittings and a tail navigating light fitting.

Tickets for the event costing £5 for adults (£5 in advance) £3.50 for children and senior citizens (£2.50 in advance)

or £1 for cadets in uniform can be obtained by writing to Dragonfly Roll-out, Yorkshire Air Museum, Halifax Way, Evington, York.

Latest Merlin

Lockheed Martin ASIC has delivered the Navy's seventh production model Merlin Mk 1 helicopter, for the use of Merlin Operational Development crews based at GKN Westland.

Earlier aircraft are being used to complete the evaluations on performance, support and electromagnetic compatibility trials.



● MERLIN HM MK1: Merlin RN07 will be used by Operational Development Crews at GKN Westland before moving to Culdrose when the Intensive Flying Trials Unit (700M) forms there later this year.

Selection boards to get to work soon

FORGET merit points! Forget advancement rosters! The Navy is moving on with promotion selection boards for all ratings, a new 'write-up' appraisal system and a new emphasis on training for success.

From 1999, selection boards will identify the non-technician branch leading rates who are to be promoted and the same will apply to non-technician branch ABs from 2000.

But those at or near the top of the roster should not despair. In the first year each board will make 90 per cent of their selections according to the roster position. Over the next five years, the percentage of selections from the roster will reduce with a corresponding increase in those selected under the new system. And for those low on the rosters, now is the time to show just how good they are if they want to earn a recommendation for early promotion. DCI RN 119/98 has full details.

The new appraisal system (aka Record 3) is part of the Ratings and Other Ranks Reporting System (RORRS) which starts for RN and QARNNS ratings this autumn. The form will be progressively used for reports on all ratings and is designed to concentrate on achievement and success.

Performance will be measured against defined work requirements and goals which are set up in Record 1, the job description. So it's goodbye to write-ups which start "A tall dark-haired...!"

RORRS aims to make sure training needed by new arrivals quickly identified and carried out, making them more effective, giving them greater job satisfaction and helping them when it comes to write-up time.

The new selective promotion system also focuses on training for success, giving those selected the training they need before their promotion say they are better prepared for their new rate.

Farewell to merit points

Finally, farewell to merit points. They are replaced by better defined competences which are linked to the needs of the job. Secondly, competence assessments are not part of the promotion process, reports on promotion potential use elements of the officers' S206 but concentrates on the vital written assessment.

The changes are substantial and are contained in a detailed DCI RN to be issued soon. It's a long read, but worthwhile. The changes are important. And for those in the UK in September and October, there will be an RORRS roadshow near you.



Drafty... Selection Boards



THE SELECTION BOARDS for Chief Petty Officer and Charge Chief WEA/MEA will take place soon.

They are chaired by a Commander with representatives from CND, the Directorate of Naval Manning (DNM) and external authorities (eg. FOSF, FOSM, FONA). The timetable for the boards is as follows:

CPO (NON TECH)

14 - 15 Sep 98	Warfare (SM)
16 - 18 Sep 98	ME & WE (SM)
21 Sep 98	Regulating & PT
22 - 23 Sep 98	FAA Engineering
24 - 25 Sep 98	FAA Non Tech
28 Sep 98	Medical & Dental
29 Sep - 1 Oct 98	Supply & Family Services
5 - 8 Oct 98	Warfare (GS)
9 Oct 98	Warfare (WE)(GS)
12 - 13 Oct 98	ME (GS)

CCWEA/CCMEA QUALIFYING COURSE

CCWEA:	
9 - 10 Nov 98	General Service
11 - 12 Nov 98	Submarine Service
CCMEA:	
16 - 17 Nov 98	General Service
18 - 19 Nov 98	Submarine Service

Promotion/selection signals will be promulgated at the end of each board. The promotion boards will consider all eligible candidates who are recommended. Non sea volunteer ratings will be considered for selection alongside their seagoing counterparts.

The numbers to be promoted are dependent on how many are required in the next higher rate. As a quick rule of thumb if your branch is growing there are likely to be more promotions: if your branch is getting smaller, considerably fewer.

There are a great many high quality candidates considered for each vacancy so unfortunately not every good candidate will be selected.

The future

The first boards for Leading Hands to be selected to train as Petty Officers will be held in July next year. A DCI will be published in the near future giving details of the arrangements and announcing that selection boards for Able Rate candidates for

Leading Hand will be held in May 2000.

For most branches this means that those currently at or near the top of their rosters will probably be advanced before selective promotion comes along. In any case, selection boards will be directed (in the first year) to select a set percentage of the requirement from the top of the existing roster.

This percentage will decrease over the following four years until all ratings are subject to selection and previous roster positions will no longer be taken into account.

Divisional Officers are welcome to call on D6 section for an acquaint visit at any time. Please ring Centurion Building (93 844) ext 2383 (WOWTR Roger Collings) to arrange.



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THE FOLLOWING are details of jobs for which the Naval Drafting Service is seeking volunteers.

POMEM(M) A sea-going billet in HMS Bicester, based at Portsmouth then Faslane, ME 409/MHULL required, April 99 for 30 months.

LMEM(M) A sea-going billet in HMS Invincible, based at Portsmouth, March 99 for 30 months.

LMEM(L) A sea-going billet in HMS Cromer, based Faslane then Portsmouth, Feb 99 for 30 months.

SITUATIONS VACANT

LMEM(L) A sea-going billet in diving tender Ixworth, based in Faslane, normal ship's staff LMEM(L) duties, Feb 99 for 12 months.

LMEM(M) a sea-going billet with NEFI, Falkland Islands, ME418 ADSLING and ME 419 ADLAG required May 99 for four months.

MEM(1)/MEM(L) A sea-going billet with

SNONI based in Northern Ireland, craft maintenance, May 99 for 9 months.

MEM(1)/MEM(L) A sea-going billet based in HMS Bulldog, based at Devonport, May 99 for 30 months.

MEM(1)/MEM(L) Two sea-going billets in HMS Guernsey and HMS Shetland, based in Portsmouth, MEMOC/AMC required Jun 99 for 21 months.

CPC/MEA(ML) A shore billet in HMS Warrior, based in London, shift engineer, Dec 99 for 30 months.

New craft join Oxbridge units



● Fast Tracker – the new Oxford URNU craft shows goes through her paces.

To order black and white post-cards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

BATTLE HONOURS

Tracker: Atlantic	1943-44
Normandy	1944
Arctic	1944
Raider: Arctic	1942-43
Sicily	1943
Salerno	1943
Mediterranean	1943
Sabang	1944
Burma	1944-45

AIRCRAFT OF THE ROYAL NAVY No 23



Blackburn Shark

THE BLACKBURN Shark, predecessor of the Fairey Swordfish of greater renown, was designed as a combat aircraft, but is probably better remembered as a trainer – by the many Fleet Air Arm telegraphists and observers who were taught their trade in the type during the late 1930s and early war years.

In fact, although the Shark's front-line service lasted for only three peacetime years, a late version of the aircraft was still in service as a trainer in Trinidad as late as 1944.

The Shark, last of a line of torpedo/reconnaissance biplanes produced by Blackburn, entered service with 820 Naval Air Squadron in HMS Courageous in 1935, replacing the Fairey Seal.

The next year 810 and 821 Squadrons (operating from Courageous and HMS Furious respectively) were also re-equipped with the type, but just two years later the Shark's front-line service came to an end when it was replaced by the superior Swordfish.

Altogether 143 Shark Is and IIs were pro-

duced, followed in 1937 by 95 Shark IIIs – with the refinement of a glazed canopy. It was this variant that was so widely used as a trainer up to 1942-43, along with some earlier, reconditioned models.

Training units to be equipped with the Shark included 750 Squadron at Ford; 753 Squadron at Lee-on-Solent; 755 and 757 Squadrons at Worthy Down; and 758 Squadron at Eastleigh.

The Blackburn Shark, with a crew of two or three, was also used as a floatplane by 705 (Catapult) Flight in the battleship HMS Warspite and the battlecruiser HMS Repulse.

The aircraft was powered by a 760hp Armstrong Siddeley Tiger VI engine giving a maximum speed of 152mph at 6,000ft and an initial climb rate of 895ft per minute. Maximum range – without payload – was 1,130 miles, and service ceiling was 16,400ft.

The Shark could be armed with a 1,500lb torpedo or an equivalent load of bombs. It had one machine-gun fixed forward and a flexible Vickers or Lewis machine-gun in the rear cockpit.

THE VALUE of the University RN Units (URNUs) to the Service is demonstrated by the fact that more than a fifth of URNU graduates join the Navy, making up a quarter of the annual graduate entry to Dartmouth.

But the aim of URNUs is not simply recruitment – their brief is "to educate a wide spectrum of high-calibre undergraduates who show potential as society's future leaders and opinion-formers in order to better inform them of the need for the role of the Royal Navy."

Even that is not the full picture, because the Navy's patrol boats head for far-flung shores during the annual summer deployment, bringing the White Ensign to parts of the world their bigger sisters cannot normally reach.

So it is with the two newest additions to the URNU team, HMS Tracker (Oxford) and HMS Raider (Cambridge), which commissioned in May this year.

Built to the same design as earlier Archer-class boats, but with improved engines, the two craft have already made their mark, with Raider leading a five-

ship deployment to the Baltic (including visits to Germany, Denmark and Sweden) and Tracker cruising the west coast of France and the north coast of Spain. Sister ships were at Expo '98 at Lisbon.

Both URNUs have a strength of around 50 people, with weekly drill nights and a number of weekends spent learning seamanship and other practical naval skills, while undertaking port visits where possible.

While with the URNUs undergraduates are members of the RNR, and have the rank of Honorary Midshipmen.

Tracker is based at Portsmouth Naval Base, and also caters for students at the University of Reading, while Raider, which also draws from the University of East Anglia, is based at Ipswich.

Both vessels are part of the First Patrol Boat Squadron, which covers all 14 URNUs.

Despite their size – only 49 tonnes – Tracker and Raider, and their sister craft, are run to the same high standards of discipline and professionalism as any other ship in the Royal Navy.



Honourable ships

BOTH Tracker and Raider had two predecessors, all from the 20th century.

The first Tracker was an escort carrier of 11,420 tons built in Seattle in 1942 as the Mormacmaili and sent to the Royal Navy under lend-lease.

She returned to the United States in November 1945, having served with the Second Escort Group under Capt Johnnie Walker.

This ship was responsible for the name's three Battle Honours, for the Atlantic, Normandy and Arctic.

Shortly afterwards, in 1947, a tank landing ship formerly LST 3522, built in 1945 and renamed in 1947. She took part in the Monte Bello nuclear programme of 1952, and was sold in 1970 and broken up.

Both earlier Raiders were destroyers, the first being an R-class built by Swan Hunter in 1916, which was sold in 1920.

The second amassed six battle honours in a brief career with the Royal Navy.

Built by Cammell Laird in 1942, she was transferred to the Indian navy in 1949.

Facts and figures

Class: Modified Archer-class P2000 patrol vessel
 Builder: BMT
 Commissioned: May 8, 1998
 Displacement: 49 tonnes
 Length: 20.8 metres
 Beam: 5.8 metres
 Draught: 1.8 metres
 Complement: Five (one officer)
 Machinery: 2 MTU diesels
 Speed: 25 knots
 Armaments: 1 Oerlikon 20mm can be fitted

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JACK



Ernie Pope — a real shipmate

IN 1989, at a dinner to mark the 25th anniversary of Tamworth RNA, former president the late Vice Admiral Sir Ernie Pope jocularly suggested that I (an associate member, ex-RAF) had had the misfortune to join the wrong Service.

The next day he took the salute as over a thousand ex-matelots marched past, saw me standing there — and said 'Hello there, shipmate'.

I replied that it was a very democratic way to address an old 'erk'. He then said: 'My dear fellow, it was made quite clear to me when I joined the Royal Naval Association that whether one was an Admiral of the Fleet or a hairy-arsed stoker, we were all shipmates!'

His remark illustrates perfectly the wonderful comradeship found amongst all members of the RNA — J.R.Bates, Tamworth.

I WAS Admiral Pope's personal assistant and I cannot think any other president spent so much of his time visiting the small branches of the RNA, to whom a visit from the president meant so much.

He covered the whole country, often accompanied by his wife, tirelessly recruiting for the RNA.

When I resigned from the headquarters staff I had been very ill and Admiral Pope, learning I was to go back from hospital to an empty flat, asked me to stay at Homme House to convalesce — where he brought me my breakfast in bed.

We shall not see his like again. — N.Pearce, Pembroke.

BINOCULARS POSE A SEARCHING QUESTION

SINCE I retired as Director of the National Army Museum I have been studying the history of Service binoculars — and after years of troubling everyone from a First Sea Lord to a retired ERA by way of the Naval Historical Branch, the question I pose

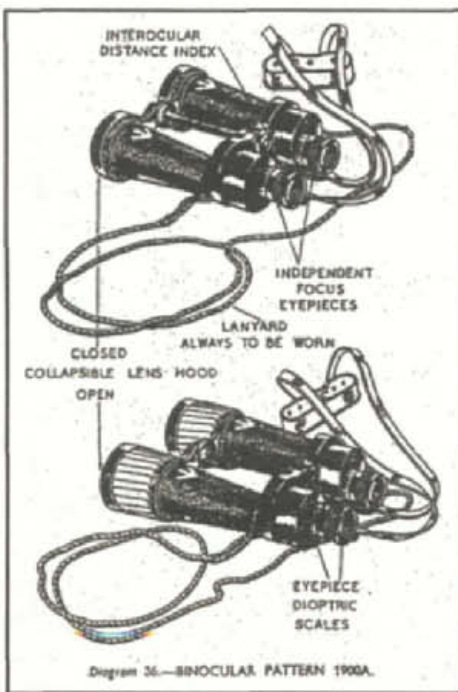
remains unsolved.

In 1931 the Admiralty adopted Barr and Stroud's 7X50 model CF30 as the official Night Binocular for the Royal Navy and designated it the Admiralty Pattern 1900 (AP1900).

When a developed model, the CF41, was introduced in 1938 it was named the AP1900A. Some time between 1943 and 1961 naval binoculars, and I presume other stores, were renumbered, the AP1900A becoming the AC2021 and AP1948 the AC2024.

I shall be grateful to any readers who can tell me when the change in the stores code from AP to AC was made and why, and the significance of the letters AC as I am anxious to include this information in a monograph I am writing. — W.Reid, Richmond (Tel 0181 940 0904).

As the correspondent's earlier article for the Scientific Instrument Society makes plain, the AP1900, shown here in The Gunner's Pocket Book of 1945 is actually a day or night glass using an improved version of a prism system designed by Ignazio Porro (1801-75). Throughout World War I the RN's standard binocular was the 6X30 Admiralty Pattern 343 — adequate for day use but far from satisfactory at dusk or night, it compared badly with the German Navy's Zeiss Doppeltemrohr 7X50. In the 1920s the Navy clamoured for Zeiss 'Binoculars' and the AP1900A, of which as many of 70,000 were supplied, was not universally admired. However, in the hands of those who used it on every ocean in World War II and beyond it earned its place in the history of binoculars. Unusually for an optical instrument, it was specifically praised for its role in the 1941 night battle off Cape Matapan. — Ed



Emotions stirred over Taranto omission...

WHILE waiting for my 815 Sqn Lynx helicopter to land at spot 23, RN air station Portland I took the time to

read the May 1998 edition of your normally excellent newspaper.

I stopped at page 14 at the mention of Taranto, a natural place for the Commanding Officer of 815 NAS. Paragraph 3 ('At present only one 'Taranto' squadron is in service — 819 NAS') then caused me to cancel the sortie — I was too emotional to fly safely — and immediately write this letter.

On the way up to my office I made sure I passed the Battle Honours board to check that you had not also removed our well-earned honour of Taranto. As 815 NAS is well known as the largest operational helicopter squadron in Europe I was surprised that you could make such an obvious error.

Indeed, our home, HMS Osprey, is hosting the annual Taranto dinner for FONA this year. As normal for this important event, aircrew who participated in the original attack have been invited.

For your records, the first wave of the attack on Taranto consisted of 12 aircraft that divided up as follows: eight from 815 NAS, two from 813 NAS and two from 824 NAS.

In Memory of the Men of Taranto, I trust you will remedy your mistake and point out the correct facts to your readers. — Lt Cdr A.J.Harris, 815 NAS, Portland.

What can I say? Lt Cdr K.Williamson, CO of 815 Sqn in November 1940, was responsible for the hit on the Conte di Cavour and his aircraft was the only casualty from the first wave of the attack on the Italian Fleet, although he and his observer, Lt N.J.Scarlett, survived to be taken prisoner. — Ed

Letters to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

A honey bear of very healthy respect ... and other animals

AFTER reading about Tina the honey bear (June issue) and the escapade in Polyarnoe, North Russia with a polar bear creating mayhem, I remembered there was a Malayan honey bear at HMS Terror, Singapore in 1945 where I was waiting for a ship back home and demob.

His name — rather obviously — was Pooh. In this picture she is manacled to some heavy timber planks, her right forearm clear and showing a menacing set of claws.

She was handled by just one person who would walk her around the barracks area while all the other ratings gave her a wide berth.

Of course, as the mascot, many of them loved her, but some taunted her on occasion, especially after a visit to the Fleet Canteen — but all treated her with a very healthy respect. — R.A.Bragg, Watford

I WAS amused by the letter from M.Cross of Bristol regarding his encounter with the polar bear at Polyarnoe in 1943 (June issue).

Polar bears seem to play a big part in the memories of the convoys to Russia — we Arctic Convoy veterans in Australia refer to ourselves as 'Polar Bears' and a polar bear forms the centrepiece of our logo.

Ironically, the submariners manning the U-Boats within the Arctic Ocean in those dark days also called themselves 'Eisbaren', the German for polar bear. — S.Cooper, Morphett Vale, South Australia.

REGARDING your recent animal stories, herewith an extract from the *Shotley Magazine* in 1951, when the Captain's Secretary's dog Satan had the run of HMS Ganges:

'Who stole the meat out of the pie before it went into the oven? Who dug up the bulbs in the Gunner's School, set with such loving care by gunner instructors with fierce voices but hearts of

gold?

'Who sniffed at the trousers of a Danish naval attache one Sunday divisions? Who knows every galley and kip in Ganges? Whose delight is the disembowelling of cricket and hockey balls, the chewing of tent pegs and the unlaying of gash rope?

'Who uses the Captain's personal office as his own private gangway, and once dragged into it a much mangled half sheep's head, there to complete its disintegration in greater warmth and comfort?

'Who travels free on the Harwich-Shotley steamboat and has a bed reserved for him in the Pier Sentry's Hut? Who left his footprints preserved in concrete where the Ganges figurehead used to stand?

'Who is suspected of being an expectant father? And finally, who is going to feed him when he is drafted away from Ganges galleys and who is going to foot the bills when he is outside the tolerant orbit of Shotley?

Does anyone remember who did? — C.Taylor, Ilford.

HMS WARSPITE had a dog called Pluto — and like every other sailor with a girl in every port Pluto had one, too.

Before we ever saw land he would run to the bullring at the end of the fo'c'sle, take a good sniff and bark. Then we knew we would be in harbour before sunset.

He was the only Able Seaman to go ashore with the postman to meet his lady friends.

There is a small heritage museum at Purfleet Thurrock, Essex which has a photo of Pluto looking through a lifebuoy. — F.W.Ilderton, Chadwell St Mary, Grays.



● Claws — sailors at HMS Terror transit barracks at Singapore in 1945 gave 'Pooh' a wide berth.



Navy News

No.530 45th year

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People in the News



Visitors take in Clyde culture

THREE visitors from Down Under are taking time to see how the Royal Navy does things at Clyde Naval Base.

The three volunteers are taking part in Exercise Long Look, which aims to promote continued co-operation between the RN and the navies of Australia and New Zealand.

LRO Kylie Cern-Costa (HMAS Harman) WOMAA Wayne Duley (HMNZS Philomel) and Lt Piet Jonker (RAN) will spend five months on the exchange programme.

Hopes

LRO Cern-Costa usually works in the Australian navy's communications centre in Canberra and is now working in Faslane's own communications centre.

She said: "While I'm here I hope to get to sea, do some diving, get some flying in and participate on any expeditions on offer."

WO Duley is on his second exchange, having been to Portsmouth in the past, and is delighted to be over here again.

He plans to team up with his Holland-born colleague Lt Jonker to explore the hills of Scotland.

● **UP TOP:** Lt Piet Jonker (right) with LS Kylie Cern-Costa and WO Wayne Duley.

Surprise drummed-up for former bandsman



● **SURPRISED AGAIN:** Home Club resident Clement Sticks Dodsworth with the gifts he received from his namesake ship in Brazil. Picture by Jim Birmingham.

NAVY NEWS readers in Brazil drummed-up another surprise for a former RM bandsman who featured in our February issue.

Cdr Steve Carnt, RN Liaison Officer in Rio, spotted a connection with the Brazilian navy when he read about the opening of the Dodsworth Bar at Portsmouth's Home Club, in honour of ex-drummer Clement 'Sticks' Dodsworth.

Dodsworth is also the name of a famous Brazilian Admiral, and was the new name given to HMS Brilliant when she entered service with the Brazilian navy in 1996.

And when Cdr Carnt passed the paper on to the Fragata Dodsworth's Captain Hildebrandt, he immediately commissioned a Dodsworth crest to be dispatched to England.

Back in Portsmouth, Mr Dodsworth was relaxing in his bar and knew nothing of the gift until the arrival of the Brazilian navy's Cdr Ivan Pereira Da Souza.

Brilliant

In a letter to Mr Dodsworth, Captain Hildebrandt said: "It was a pleasure for us to find out about the naming of the Dodsworth Bar at the Royal Sailors Home Club as it is the same as our ship HMS Brilliant, which keeps on working brilliantly for us here in Brazil."

"For us it is a great honour to conduct this famous and valiant ship, and to have it called Dodsworth, a name made by

heroes, like Mr Clement Sticks Dodsworth.

"Even far from England, we'd like to make a drink to the Dodsworth Bar for the happiness in choosing this name, and to Mr Dodsworth for his brilliant career."

Mr Dodsworth (87), a Navy News reader for many years, joined the Royal Marines as a boy-drummer in 1926 aged 14, and has been a resident of the Home Club for over 40 years.

He said: "I didn't know a thing about this. It's the same as when they named the bar. You'd have thought that someone would have spilled the beans but nobody did."

"I had no idea that Dodsworth was a famous name in Brazil, and I was very pleased to hear those words from the Captain."

The presentation was also attended by Lt Cdr Tony Walker, RN liaison officer for the sale of minehunters to Brazil. Tim Rayson of the ship's disposal agency and Home Club Manager David Watts.

Douglas claims Swedish record

HMS VENGEANCE'S Lt Paul Douglas believes he became the first RN officer to travel in a Swedish submarine during a 15-day trip in HMS Hålsingland.

Lt Douglas joined the boat near Stockholm and was immediately invited to take her to sea by the Commanding Officer, Lt Cdr Jens Plambeck.

The Hålsingland spent the next few days operating with the Swedish Deep Submergence Rescue Vehicle (DSRV) before setting course for Poland.

Kilo-class

From there, she took part in partnership for peace exercises with former Warsaw Pact nation Kilo and Foxtrot-class submarines in the Baltic.

Fifty ships and submarines were involved in Exercise BALTOPS (Baltic Operations) 98, including vessels from France, America, Finland, Britain, and Germany.

During the exercise Lt Douglas (below) mastered Swedish ship control orders and took on watch leader duties before the submarine finally surfaced at Rostock in Germany.

Church ordains first full Deacon

CDR JOSEPH DA GAMA has become the first serving officer to be ordained as a permanent deacon of the Roman Catholic Church.

The service at Plymouth Cathedral was conducted by the Catholic Bishop to the Armed Forces, the Rt Revd Francis Walmsley.

Cdr Da Gama (41) trained for the permanent diaconate in the diocese of Plymouth while based at RNAS Culdrose.

He was Born in Nairobi and joined the Navy 21 years ago, and is an aeronautical engineering serving at RNAS Yeovilton. He lives at Somerton with his wife and three small children.

Cdr Da Gama (below) said: "I am absolutely delighted that this most special day has arrived after realising that I wanted to be a permanent deacon some six years ago."

"I am now very much looking forward to serving in this remarkable Ministry which was restored to the Church at the Second Vatican Council."

Cdr Da Gama is soon to become Commander Air Engineering in the aircraft carrier HMS Invincible.



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Grim task for Navy divers

NAVY DIVERS were given the grim task of recovering two bodies from a sea plane which crashed in the Solent.

The team from SDU2 in Portsmouth, led by Lt Cdr Martin Jenric, assisted with the recovery of the Catalina flying boat and the bodies of Southampton Mayor Michael Andrews (51) and Eastleigh Airport worker Peter Shave (43).

Courage

The aircraft was on a promotional flight from Eastleigh and was attempting a 'touch and go' manoeuvre when it hit the water and spun out of control.

Survivors of the crash, which included many other civic dignitaries from Southampton, said that Mr Andrews had stayed behind in the flooding aircraft to help other passengers escape, even though he could not swim.

Letters lead to Polish exchange

A POLISH aviation enthusiast in regular contact with the Fleet Air Arm Museum was delighted to receive an invitation to RNAS Yeovilton.

Jaromir Lemanski first wrote to the Museum's Education Officer Sue Moore four years ago and information has been going back and forward ever since.

Research

And when Sue invited him to see the Air Day for himself, he jumped at the chance. When he arrived in Britain he stayed with Sue's family and spent several days exploring the extensive facilities in the Museum's research and records department.



Surveyor honoured

THE ROYAL Institution of Chartered Surveyors (RICS) has elected an RN lieutenant commander from Tavistock, Devon, as the new President of its Geomatics Division.

Lt Cdr Stephen Shipman (left) is currently Director of Training at the RN Hydrographic School in Plymouth and has worked in the field of hydrographic survey for 26 years.

He said: "Surveying has a rather stereotyped image which may deter some young people from considering it as a career, which is unfortunate as it offers a wide range of exciting and rewarding careers."

"With increasing technology surveyors are able to provide a higher quality of service to a much larger client base. It is a great honour to be given the chance to help prepare the profession for the new millennium."

£2 ticket wins brand new car



PO DAVID EVES from HMS Illustrious has plenty to smile about.

When his ship returned from the Gulf two months earlier than expected, a brand new Peugeot 306 was waiting for him on the jetty.

POCA Eves won the 'S' registration car with one of forty £2-tickets he bought in the ship's deployment raffle.

The draw took place during one of two families days on board, just off the coast of Cornwall.

Other prizes included a video recorder, camcorder and electrical goods.

Illustrious is now undergoing an extended docking and maintenance period while her flight deck is extended.

● ALL SMILES: PO David Eves collects his prize from Cdr David Dickens.

Picture: LA(PHOT) Mark Hipkin.

People in the News

Sailor on the brink of new climbing record

A NEW WORLD Mountaineering record is about to fall to Navy diver Eamon Fullen.

The 30-year-old adventurer from Yorkshire has conquered the highest peaks in 45 European countries.

And he has just two more ascents to make to become the first person to climb the tallest mountains in every country on the continent.

In mid-September Eamon will be flying to the former Russian state of Georgia to tackle the hardest European climb so far, the 5,200m Mount Shkhara.

If he succeeds, he will cross the border into Turkey to set the new world record with an ascent of Mt Ararat (5,165m).

Eamon said: "The climb in Georgia will be the most demanding so far. It's a snow and ice climb and will be technically difficult and dangerous."

"But Turkey's Mount Ararat is just a snow plod - my biggest difficulty will be getting a permit to enter the region as it is in a military zone near the borders with Iran and Iraq."

The achievement will be all the more spectacular for the misfortunes Eamon has had to overcome on the way.

He started mountaineering when he was forced to give up rugby after breaking his neck in two places, back in 1990.

He fought to regain his fitness and went to Nepal the following year where he ran the Everest Marathon and set himself the goal of climbing the world's highest peak.

His first climb saw him reach the summit of the highest mountain in Europe, Russia's 5,642m Mt Elbrus.



● TWO TO GO: Eamon Fullen at the summit of Gran Paradiso in Italy, the 45th country he has visited in his bid to climb the highest peaks in all 47 European states.

By Dominic Blake

Next, he conquered Kilimanjaro in Africa, McKinley in the USA and a 7,000m peak in Russia, followed by the highest mountains in Poland, Romania, Slovakia and Hungary.

"That's when I got the idea of climbing the highest peaks in every European country" said Eamon.

"I contacted the Guinness Book of Records and they thought it was a great idea, especially since the collapse of the former Soviet Union and Yugoslavia had added a dozen new European countries to the list."

He continued to gain experience in Europe, and in 1996 signed-up for an Everest expedition led by the famous Scottish climber Mal Duff.

After a month acclimatising on Everest, Eamon was making his way to the last camp before the

summit when he suffered an altitude-induced heart attack.

"It was only a minor one, but it felt as though my sternum was breaking," said Eamon, "and it was aggravated by the fact that I had to walk and climb for six hours through the Khumbu ice fall to get down to camp two."

"I had oxygen until the last few hundred yards but when that ran out I collapsed, twitching, and was definitely taking my last few breaths when help arrived."

After seven days in the intensive care unit of Kathmandu hospital,

Eamon checked himself out and flew back to Britain to begin the long process of recovery.

Six months later he was back on duty and after a year he was well enough to run the London Marathon in under 3 1/2 hours and resume his diving career, and is now serving in HMS Endurance.

Doctors told Eamon he could no longer risk the extreme altitudes of Himalayan mountaineering but he never doubted that he would complete his European record, especially with new sponsorship from Land Rover.

"Breaking my neck stopped me from playing rugby and the heart attack took away my dream of climbing Everest" said Eamon.

"On the European climbs I've had knives pulled on me, I have people try to mug me and I've found bodies on the tops of mountains, but I am going to see this one through to the end."

"The weather is starting to close in now so I've only got a few weeks left, but I'm determined finish this before we sail on October 21."

After that? Eamon already has his next challenge lined up. "The European project has cost me over £20,000 so far, but the next one I have in mind will cost £200,000, take a year to complete and will be a lot more dangerous."

"I can't give any details yet, but when can, Navy News will be the first to know!" Watch this space...

Mike's in memory olympics

A ROYAL NAVY officer is aiming to prove that he has the world's greatest memory.

Lt Cdr Mike Tipper (32) is taking part in the World Memory Championships at Hammersmith as part of the week-long Mind Sports Olympiad where he must recall vast strings of numbers, words and images against the clock, in competition with the best contenders around the world.

"It's like being an athlete, and this competition is my decathlon" said Mike, who trains up to five hours per day to keep his mind in peak condition.

Mike started to teach himself memory techniques in the early eighties to improve his exam results while training as a Navy engineer, and aims to improve on the fifth place he achieved last year.



● MEMORY MAN: Lt Cdr Mike Tipper



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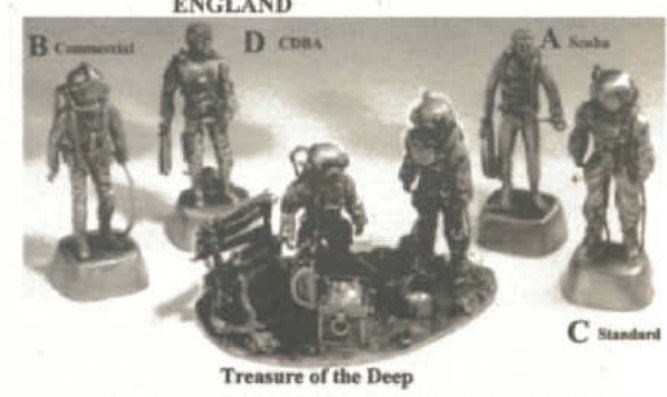
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CRAIG IN NAVY(Plymouth) met Lorna (Barnsley) at Skegness, get in touch **BOX SEP 2.**

JANE 35 KENT 5'2" needs faith restored in naval men. **BOX SEP 3.**

BLONDE 5'1" early 40's seeking penpal friendship/ relationship. photo please. **BOX SEP 4.**

SINCERE WIDOW 59 seeks homely retired officer/ gentleman for correspondence. **BOX SEP 5.**

LONG DARK HAIR, 49, living IOW seeks gentleman 55 plus. **BOX SEP 6.**

FEMALE 40 seeks penfriend. Enjoys travel, music, gardening, writing. **GSOH. BOX SEP 7.**

ESSEX GIRL 27 seeks penpals any age with **GSOH, ALA. BOX SEP 8.**

BLONDE SINGLE mum 40, **GSOH** funloving, seeks penpals 25+ **BOX SEP 9.**

PRETTY BRUNETTE green eyes, 42, very feminine, friendly. Seeks penpals. **BOX SEP 10.**

PORTSMOUTH BASED S/Rate tall and athletic, 39, seeks lively and interesting pen friend. **GSOH essential. BOX SEP 11.**

FEMALE ATTRACTIVE 5'8" **VGSOH, 33,** seeks handsome guy sincere relationship. **BOX SEP 12.**

DIVORCED 36, working mother of 3, seeks witty, mature correspondence. **BOX SEP 13.**

VICKY 17, dark hair, brown eyes, interests include motorbikes, theatre. **BOX SEP 14.**

SLIM BLUE-EYED, bubbly blonde, age 42 **VGSOH,** any offers. **BOX SEP 15.**

AMANDA 23, enjoys socialising, eating out, cinema, music and pubs. **BOX SEP 16.**

FEMALE 40, enjoys life, keeping fit, seeks caring honest penpal. **BOX SEP 17.**

LORRAINE - DIVORCED, big build, 32, 5'7" brown/green eyes **GSOH. BOX SEP 18.**

SINGLE 39, enjoys walking, travel, cooking, keep-fit and good conversation. **BOX SEP 19.**

JAN 36, attractive, **GSOH,** enjoys travel, music, theatre. seeking penpals. **BOX SEP 20.**

SLIM 32, crazy, funloving female, enjoys pubs & clubs, writing, travelling. **BOX SEP 21.**

JEANETTE 38, shy blushing damsel, seeks serviceman for friendship/romance **BOX SEP 22.**

ALLISON 30, **GSOH** seeks serviceman for friendship/romance, photo appreciated. **BOX SEP 23.**

YOUNG 40YR female seeks officer for friendship/penfriend. **BOX SEP 24.**

WOULD YOU like a lady civilian penfriend, various interests/outlook. **BOX SEP 25.**

MELICA 19, seeking funloving 20+ sailor for friendship/romance. **GSOH. BOX SEP 26.**

YOUNG BLONDE female 5'7" seeks young fun sailors for fab friendship. **BOX SEP 27.**

FEMALE REDHEAD 29 cuddly and single seeks sailor 28-40 for friendship/romance. any area. **BOX SEP 28.**

LESLEY 40YRS seeks sailor 30+ for penfriend photo appreciated. **BOX SEP 29.**

KAREN 29 fun loving, seeks marine/navy penpals near or far. **BOX SEP 30.**

DIZZY NON-BLONDE 25, seeks quick witted penpal 25-35. **BOX SEP 31.**

JO 28 MISSING the hot summer, so write to me! **BOX SEP 32.**

CHRIS (35) 5'7" Mediterranean good looks, seeks female for fun and good times. **BOX SEP 33.**

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38 YEAR OLD single female enjoys most things in life, especially sport. Wishing to become friends (maybe more) with someone who is funloving and has a **GSOH.**

Dean, 19 from Southampton (Naval base-Scotland). I didn't see you again in San Antonio (Ibiza) and I'd love to keep in touch. Please phone Anna (01204) 847633 -Bolton.

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COVERING FIRE: Royal Marines from B Company 40 Commando cover the movement of a modified M551 Sheridan.

Rookies win their spurs in the USA

Royal Marines fresh from CTC Lympstone hardly had time to straighten their new green berets before a dream deployment to the USA.

Junior members of B Coy Group 40 Cdo fought side-by-side with more experienced comrades on the US Army's National Training Centre in the Mojave Desert, one of the most advanced battle training grounds in the world.

The 128 officers and men were engaged in Exercise Black Horse, taking on the US 11th Blackhorse Armoured Cavalry Regiment who were playing the part of the 'Krasnovian 32nd Motorised Guards Rifle Regiment.'

B Coy's CO, Capt Charlie Stickland, said: "Forming Task Force Angel, B Coy were employed as air mobile light infantry and used US weapons throughout."

"We were particularly keen to infiltrate behind the enemy, seize strategic terrain such as ridges, and neutralise key assets by hunting down combat observation teams, communications equipment and armour."

"In that way we could disrupt the enemy commander's cohesion, ability to manoeuvre and slow

down his decision cycle, and subsequently shape the battlefield for the Regiment's follow-on actions."

After the exercise, the US Army's Col James Pike said of the Marines: "They caused real headaches for the opposing commanders, out of all proportion to their limited numbers and made a significant contribution to the training of US forces."

Adventure

And at the end of the exercise, B Coy redeployed to the US Marine Corps Mountain Warfare Training Centre high in the Sierra Nevada for an extensive adventurous training package before returning to their UK base at Norton Manor Camp in Taunton.

● Pictures by LA(PHOT) Ian Goodban



ON TOP OF THE WORLD: Mne Dean Llewellyn (20) from Swansea leads a team up to 11,000ft on Mount Sonora, at the USMC Mountain Warfare Training Centre in California.



TANK KILLER: A 40 Cdo Royal Marine engages armour with the Dragon anti-tank weapon simulator (ATWES) in the Mojave Desert.

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Right foot forward for wrong trousers

VOLUNTEERS from the Ships Support Agency at Abbey Wood raised £1,250 for Bristol Children's Hospital's Wallace and Gromit Appeal.

Each of them paid £5 and collected sponsors for a 2,300m run around the perimeter course organised by Lt Mick Johnson.

There were prizes for the fastest times and best efforts and the award for best fancy dress went to CPO Peter Lee who dressed as the famous Wallace and Gromit character Feathers MacGraw (below).



Intrepid boosts fund for Falklands Chapel

SAILORS from Falklands veteran HMS Intrepid have raised thousands of pounds towards a memorial for those killed in the war.

A team of 22 collected £2,300 after a sponsored run and cycle from the Portsmouth-based ship to the site of the Falkland Islands Memorial Chapel at Pangbourne College.

The team were waved off at the start of their 70-mile journey by the CO of HMS Intrepid, Cdr David Boggust, and fund trustee Capt Mike Barrow.

Admiral Woodward

The picturesque route which was selected for the team by Cpl Brian Rosary took them through some of the most attractive countryside in Hampshire and Berkshire, and included a visit to see the Roman remains at Silchester.

When the runners and cyclists arrived at Pangbourne College they were greeted by the Chairman of the Trustees, Admiral Sir Sandy Woodward.

Work on the chapel starts this month, but a further £500,000 is



● Intrepid's CO, Cdr David Boggust, flags the team away at the start of their 70-mile trip to Pangbourne

needed to see the project through to its completion.

□ If you would like to make a donation to the appeal, cheques made out to the Falklands Memorial Chapel Fund can be sent to Admiral Woodward's Secretary Angela Perry, c/o Pangbourne College, Pangbourne, near Reading, Berkshire RG8 8LA.

An Excellent result for disabled sailors

A SPONSORED Marathon and swim by Royal Navy and Royal Marines personnel at HMS Excellent raised more than £5,000 to buy a trimaran for use by disabled sailors.

The money paid for another vessel for the charity Sailability, which uses trimarans at Whale Island to give disabled sailors access to the sea in the most stable craft available.

The new boat was accepted on behalf of Sailability by Lt Cdr Phil Tribe, who took up sailing at the centre after being paralysed in a road accident while ashore from HMS Westminster in Dubai.

FUND-RAISERS CAN HAVE THEIR CAKE AND EAT IT!

SWEET-TOOTHED sailors in HMS Invincible will be happily indulging themselves in the ship's latest fund-raising venture.

The ship's company have been presented with a large cake decorated with Invincible's crest, and plan to raffle it to raise cash for the ship's charity chest.

Invitation

The cake was made by Mrs Violet Dunn of Littlehampton, West Sussex, who has donated almost 500 cakes for charity raffles since 1993, generating more than £18,000 for good causes.

Violet and her husband Frank were invited to visit HMS Invincible to present the cake to Cdr David Steele.



● ICING ON THE CAKE: Mrs Violet Dunn presents the cake which she decorated with Invincible's crest to Cdr David Steele.

In brief

YOUNG OFFICERS from Dartmouth saw the results of a year of fund raising when they visited the Dame Hannah Rogers School for disabled young people.

The YO's, from Hawke Division, raised £1,850 through auctions, raffles and collections to pay for a state-of-the-art Volker nursing bed for use at the school.

The young officers also helped to refurbish Brixington Baptist Church in Exmouth, Devon.

GOLFERS from Captain Fleet Maintenance (Portsmouth) clubbed together to raise cash for youngsters with learning difficulties.

Forty representatives of CFM(P) led by Capt 'Bullet Ball' Wright took to the fairways at Southwick Park, HMS Dryad, for the charity event.

And a combination of fines for wayward shots and the generosity of CFM's non-golfers generated £460, which will be used to buy horticultural equipment for the Blendworth Centre in Hordean, Hampshire.

On the same day, PO Phil Nodin from the careers office in Stoke helped to raise £150 for children with special needs through a 72-hole non-stop golf marathon with Service colleagues from RAF Stafford.

NAVAL personnel from FOSF HQ took part in a 24-hour relay at Burnaby Road and raised £1,500 for the Cancer Research Campaign.

This year's 'Relay for Life' raised a grand total of £28,000. If you would like to take part in the 1999 event, contact WO Sarah Vane at FOSF on HMNB Portsmouth ext 26610.

ROWNER'S Help Information Volunteer Exchange (HIVE) is the latest charity to benefit from HMS Sultan's summer show.

The establishment's First Lieutenant, Lt Cdr Paul Cass, visited the charity to present £450 for a play house for children visiting the centre.

A GAME of human bar skittles helped Service and civilian staff at Abbey Wood to raise £350 for a Bristol-based charity.

The 'Ancient Art of Mangold Dangling' is said to have been a popular pastime at the former RNEC Manadon before its closure two years ago.

But the game, which involves trying to knock people off beer barrels with a kit bag full of oily wet rags, was revived by an enthusiastic group of lieutenants from the PE and NSC to raise money for the Greater Bristol Foundation.

A BOOK of poetry written by AB Karl Britton while on deployment in HMS Manchester will be on sale at the International Festival of the Sea in Portsmouth.

And for every book that is sold, Karl will donate £1 to the Lord Mayor's Appeal for Asthma sufferers.

OPEN DAY

Saturday 17th October 9.30am-12 noon

The Duke of Kent School is an IAPS co-educational school for 180 children aged 4-13. Set in beautiful grounds and offering superb facilities, we provide a caring and happy environment for each of our pupils, with an emphasis on personal tuition and individual development. This year 9 of our pupils were awarded Academic, Sports and Music scholarships to Senior Schools.

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If you would like to find out more about us, come along to our Open Day on October 17th when the Headmaster, staff and children will be happy to answer your questions and show you around.

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CUE UP TO WIN A HOST OF SUPER SNOOKER PRIZES at the 1998 LIVERPOOL VICTORIA UK CHAMPIONSHIP

The prestigious UK Snooker Championship, televised by the BBC and sponsored by Bournemouth based Liverpool Victoria, the UK's largest friendly society, cues up at the Bournemouth International Centre from 16th to the 29th of November, and here's your chance to win a great day out to the final itself.



FUN FOR ALL THE FAMILY!

The 1998 UK Championship is Snooker at its best, played by the world's top professionals who will be attempting to take the prized crown from title holder Ronnie O'Sullivan. And thanks to Liverpool Victoria, a visit to the tournament will also be a great day out for all the family with lots to see and do, with a free CueZone arcade and free exhibitions and displays in the foyer area.

CHILDREN IN NEED SPECIAL Friday 20th November - Raising money for this year's Children in Need? Then come along to the BIC to join in all the fun of the "Liverpool Victoria CELEBRITY BIG BREAK SPECIAL"

FANTASTIC PRIZES TO BE WON!

Top Prize: A VIP day out for two to the final itself (Sunday 29th November), including hospitality, an invitation to the "Night of the Champions" pre-final champagne reception, plus a professional coaching session for the winner and their guest. Runner-up Prize: A pair of tickets for the Semi Final and a signed snooker cue.

ALL YOU HAVE TO DO!

Just answer the following two questions, complete the entry form and send to: Liverpool Victoria Snooker Competition, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH.

Question A: Who is the current UK Champion
Question B: Who is the sponsor of the UK Championship

ANSWER A
ANSWER B
NAME
ADDRESS
POSTAL CODE
TELEPHONE NUMBER

Replies must be received by 9th October 1998. Entries with correct answers will be entered into a prize draw conducted at Navy News on 12th October 1998. More than one of the original can be submitted but photocopies cannot be accepted. You should submit your entry on the original coupon. The Editor's decision is final and no correspondence will be entered into. Employees and relatives of Navy News & Liverpool Victoria staff are not eligible to enter.

Submarine rescue team leaps into action!

SUBMARINE rescue experts from HMS Dolphin have been leaping into action off the coast of Gibraltar.

The 12-strong team who's job is to parachute into the sea above stricken submarines has been fine-tuning its skills with a series of jumps into the Mediterranean.

Known throughout the flotilla as the 'SPAG', the Submarine Parachute Assistance Group is made up of specialist instructors at the Submarine Escape Training Tank at Gosport.

In a real emergency where a sub was stranded in shallow water, the team would drop a boat and two parachutists from a C130 Hercules aircraft to make contact through the underwater telephone attached to the vessel's locator buoy.

day exercises near Gibraltar give the SPAG the essential practice required.

Rear Admiral James Perowne, Flag Officer Submarines, said: "Our greatest responsibility is to our people and realistic safety training is vital."

"This SPAG exercise demonstrates the investment in training which the submarine flotilla is committed to provide."

Escape plan

Once an escape plan had been agreed, another boat and ten more men would be dropped, followed by three 25-man life rafts.

The SPAG team includes two doctors to treat casualties and the aircraft would stay on station to drop further medical supplies, rescue equipment, food and water until surface support arrived.

Parachuting into the water in a tight group near the boats is vital for a speedy rescue and the three-

● **CHECK CANOPY:** The team's rapid exit from the aircraft helps to keep them together in a tight group (right) which will save precious time once they reach the water. Three of the team are busy kicking out twists in their parachute lines while the others check their canopies.

● **SPLASH DOWN:** After steering for the safety boats during the descent, the SPAG team release their main canopies as they hit the water (below). In a real emergency the team would then begin to co-ordinate the recovery of submariners as they arrived on the surface after going through the submarine's escape hatch. Safety cover for the exercise was provided by HMS Trumpeter.



● **EXIT!** The Submarine Parachute Assistance Group (SPAG) takes the plunge from a C130 Hercules aircraft during its training exercise in Gibraltar. The bright blue Mediterranean water looks inviting, but imagine the scene at night in bad weather!



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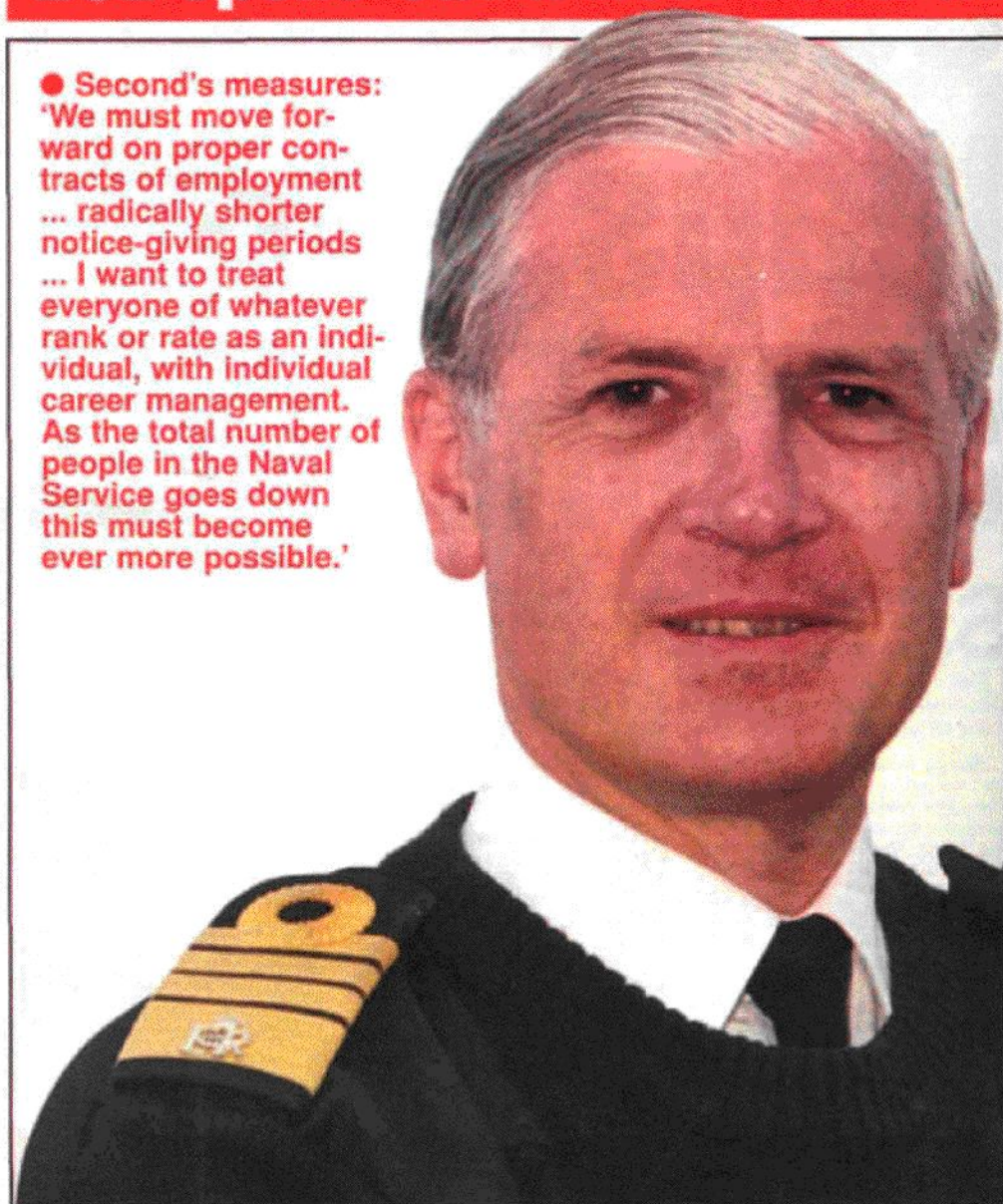
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2SL spells out a new contract:

● **Second's measures:**
 'We must move forward on proper contracts of employment ... radically shorter notice-giving periods ... I want to treat everyone of whatever rank or rate as an individual, with individual career management. As the total number of people in the Naval Service goes down this must become ever more possible.'



The biggest problem is gapping. It creates huge extra pressure and I am sorry about it. It should never have happened. The Navy mistakenly stopped recruiting several years ago and we are still paying the price.

"I offer my sincerest thanks to everyone for coping with it.

"There are irritating kit shortages. We shouldn't have them.

"Accommodation - some of it is poor and I've got to get it sorted out.

"Shore support - our ships are hard-pressed so we need more of it.

"But we have achieved a lot in the past year - 60 per cent of all the policy papers taken by the Navy Board in that time have been on people issues, and we have had wonderful support and interest from our Ministers.

"First we have introduced the Navy Supportline for anybody who feels either that the Divisional System, in their particular case, has failed, or that it is not the way they want to resolve their problems. It's a safety net, not a substitute for the Divisional System. It gives advice, it doesn't solve problems - but it lets people get things off their chests.

"We do, of course, live in a telephone age. People naturally pick up the telephone, whether it's to fix their car insurance, sort out their computer or if they're being bullied at school or in the workplace. There's a telephone culture - and for so many people this sort of sympathetic but at the same time impersonal facility is attractive.

"Families have rung in as much as sailors. It's been widely used and it's building up fast. And I hope everyone believes me that it really is completely confidential. Callers are actually discouraged from giving their names or units. The only thing I will hear is something like: 'You should be aware that there's been a big number of suggestions about ...' But I am never told where they have come from.

As Second Sea Lord, Admiral Sir John Brigstocke's chief concern is with the Navy's people - lately even more hard-pressed than its hardware. Most of his time as a captain was spent in command appointments, including HMS York as Captain (D3) and HMS Ark Royal and even more, as an admiral, in three seagoing Flag commands. So he told *Jim Allaway*: 'I really do believe I know what's going on - and there's a lot of good news around. But there are a number of issues to resolve ...'

"The lines have only been open for a couple of months, so it's too early to identify any particular problems. But it's quite clear already that all the traditionally understood forms of harassment - racial, sexual, plain old-fashioned bullying - exist in our own Naval society as well as in society at large.

"Sadly, human nature is such that we will never eliminate them totally - but that must be my aim. Thankfully, the numbers appear very small.

The new compulsory Fitness Test, starting next April with the under 25s initially, is another plus item - although not quite everyone will think so! I hope it will encourage all ships and establishments to allow more time for sport.

"There's been a huge boost in our recruiting effort, including the introduction of this totally new Short Engagement (Seaman). One of the main purposes of this is to try and ease gapping quickly. The first recruits join HMS Raleigh this month and they'll be at sea in just 15 weeks.

"And no, they're not there to do all the communal duties - cleaning the heads and the pot wash. Only their fair share. They are going to be skilled and fully trained, albeit in a limited number of areas - seamanship, firefighting, Health and

Safety, boats crew, quartermaster, ship husbandry.

"And, if they want to, they can move onto something else. The rules have been written with as few restrictions as possible. We're not going to block ourselves in with our own bureaucracy. If a new entrant has got a high enough entry test score and on his second day in the Navy says 'Well, actually I'd rather be an Operator Mechanic', then we'll transfer him the same day. Simple as that.

"But the attraction of this engagement is for those who want to look at the Navy without a long-term commitment.

"They can join and if they like it ask to stay longer. By the time they have finished their training they have only another 20 months or so to serve, whereas the rating on an Open Engagement serves a minimum of about four years from completion of training.

"Also, it is open to people from age 16 years eight months to their 33rd birthday. So it has obvious attractions both to the young wishing to take a break before starting full-time careers, and to the more mature person seeking a change.

"It's unfortunate, though, that the Open Engagement is so misunderstood - not so much by people in the Navy as by people outside who might otherwise have joined. The 22 year Open Engagement does not require a commitment for 22 years, but it does require us to guarantee a job for that period.

better prospects for new recruits – and for old WOs, too ...



● 'I want to get agreement to a massive upgrading of accommodation standards afloat in the Future Escort and beyond' – Admiral Brigstocke meets with junior rates on board HMS Chatham, guardship at Cowes Week. This was the Type 22 frigate's last visit to a British port before she enters refit next month at the end of her first commission. She spent seven months away on deployment last year and has since been involved in two multi-national exercises as a major Flagship.

"In return, at any time after the initial period, he or she has to give us just 18 months' notice to leave the Navy – and that must be about the best deal going. I will come back to the 18 months in a moment – perhaps that is too long."

"We're investing a huge effort, too, into recruiting from the black and Asian communities. There are some extremely able people there and we are not getting our fair share of them. It's irresponsible to waste this pool of talent."

'A' new system for rating promotion has been agreed which will eventually be entirely on merit with a phased abolition of advancement rosters starting next year. So those who contribute the most will get on the fastest.

"We've changed the rules of promotion from the Lower Deck to Commissioned rank. There used to be a gap from age 34-46 which we've now closed. So from April next year, at any time in a career a rating is now eligible, if qualified, for transfer to commissioned rank – right up to the time when he or she would only have time left in the Service to do just one job as an officer."

"We've new arrangements in place for the entry and promotion of officers, too – list-free, batch-

hoping it hasn't got lost in some foreign land will, I hope, be replaced for most people by electronic mail.

"All this is very well – but I'm not at all complacent. There's an awful lot I intend to progress over the next 18 months."

"Most of all, I think we must move forward on proper contracts of employment as proposed in the Bett Review some time ago. As part of this, I'm hoping we can also move to radically shorter notice giving periods, far more in line with commercial practice."

"Because 18 months is a very long time in today's world for anyone to have to wait, having decided, for whatever reason, to leave the Navy. And this is especially so for someone who has served loyally for 10, 20 or even 30 years."

"We want to measure harmony to the individual. I want to look at reasonable periods of quality minimum time ashore."

"And I want to treat everyone of whatever rank or rate as an individual, with individual career management. As the total number of people in the Naval Service goes down, with more automation and so on, this must become ever more possible. It will take time, but we have already started the process."

"Get You Home Allowance for single home owners – I remain as

vacy is needed, particularly in a peacekeeping environment which can often involve long periods on patrol, sometimes without that much activity."

'S'o – in all of this I am looking in the next millennium for an 'even better life in a blue suit'. A life good enough to persuade all our people to stay in the Service just a year or so longer than at present.

"This would save huge sums of money in recruiting and training, and would solve gapping. To achieve this, we must make allowance for individual needs. We must be prepared to negotiate with our people, to be flexible."

"That is why I am so keen on the 'Investors in People' initiative. It is a huge test for us. It starts from the bottom, with each person in turn confirming to the Accreditation Team that he – or she – believes his boss is investing in him. That is how it should be."

"For years we were ahead on industry in all this – and in some respects we still are. But in others we have now fallen behind and we're not as flexible. That's got to change. Change it will – and fast!"

● The Naval Supportline operates from noon to midnight seven days a week on 0800 09 26282.

WE'RE AFTER: QUALITY TIME, MORE SPACE, LESS NOTICE



● Recruiting the ethnic community – 'There are some extremely able people there and we are not getting our fair share of them.'

'The rules have been written with as few restrictions as possible. We're not going to block ourselves in with our own bureaucracy...'

free, zone-free.

"And, turning to the Strategic Defence Review, we have at last got the funding to get everybody the opportunity to achieve a minimum NVQ Level 2 within three years of joining – and for 'lifelong learning' which the Americans have had for years. So people can study all through their careers and gain qualifications that are recognised in civilian life."

"A much improved resettlement organisation is starting this autumn. Professional development records are also being introduced which will be invaluable to people in seeking their second careers."

"A Families Task Force is being established to address all the issues of schooling, housing, medical and dental care that Naval families have found such problems with in the past."

"And there's a serious study under way into the provision of satellite television and e-mail in all our ships. The days of waiting desperately for the next mail drop and

determined as ever on this one!

"And I want to get agreement to a massive upgrading of accommodation standards afloat in the Future Escort and beyond. It can't be done retrospectively, but with lean manning it should be possible to move to something comparable to the sort of accommodation we now offer in ships like HMS Scott and Endurance, with junior rates in double cabins sharing a private bathroom between two cabins."

'I'nterestingly, it doesn't require that much more space than providing communal heads and bathrooms as in the present mess deck arrangements. And anyway, space in a warship doesn't cost that much money – the cost lies in the engines and weapon systems.

"People need peace and privacy – to enable them to study as much as anything. We must, of course, maintain mess and social life. But we have to face up to realities. Aspirations have changed and pri-



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● **FIRST VISIT:** HMS Penzance sails into Penzance for the first time to take part in the West Cornwall Maritime Festival. She is pictured passing St Michael's Mount.

Penzance stars in maritime festival

HMS PENZANCE was star attraction at West Cornwall's Maritime Festival.

It was the minehunter's first visit to Penzance and her presence helped to attract more than 6,000 visitors to the show.

Hundreds of people lined the dock for her arrival at the start of a six-day visit with a hectic round of visits to the ship and calls by the ship's company.

First on the scene was Penzance Fire Brigade who conducted a firefighting exercise complete with smoke canisters and casualties, followed by a visit by 30 Sea Cadets from TS Grenville.

Parade

The ship's company helped to kick off the opening of the West Cornwall Maritime Festival by parading through the streets to the accompaniment of the Royal Marines Band from Dartmouth.

Over the festival weekend Penzance welcomed 5,000 members of the public on board while sailors were invited to join the fun with gig racing and a supper of Cornish pasties and beer for the 150 craft in harbour.

On the Monday, the ship's company mustered at Penzance Railway Station to witness the Mayor and the CO, Lt Cdr Chris Ashcroft, name a Virgin locomotive 'Penzance' before it's maiden voyage to Waterloo.

Later, the ship's company boarded the Penlee lifeboat for a trip around Mount's Bay and then took on the RNLI in a mini sport's day.

The last day of the maritime festival allowed final preparations for sea to be carried out. After a final concert in the main deck area in the evening, a spectacular fireworks display

brought Penzance to the fore-front again when the ship hosted local dignitaries for the grand finale.

Hundreds gathered to wave farewell to the ship which turned 180 degrees to face the crowd for a final blast of the horn, and as the Penzance passed close to St Michael's Mount, Lord St Levan gave a gun salute to bring a terrific week to an end.



● **ARTIST'S IMPRESSION:** Maritime artist and historian Clive Carter (above) with a mural of HMS Penzance which will be fixed opposite her berth in Faslane.



TEAMWORK

Is the theme chosen for the **Navy News** Calendar 1999

If you're keen on sports, the Royal Navy has more to offer than any other organisation of its size you could name, and some of the finest facilities to enjoy them. Apart from the usual team games – and ships' teams regularly do well in matches played at their various ports of call around the world, even against professional sides – the Senior Service caters for every taste. Everything from white water rafting to motorcycle rallying. From ice climbing to hang gliding. From potholing to skydiving.

Everywhere the Navy goes, its high standard of physical fitness is demonstrated by its sporting prowess. The 1999 Navy News Calendar has the latest pictures of some of the best units of today's Navy – with pictures of its people enjoying the opportunities it gives them to make the most of their leisure time.

Once again the customary high standard of presentation and production has been maintained.

This collectors piece calendar of splendid colour pictures is printed on fine grade paper, wire bound at the head and with high quality varnish cover.

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Sad story of suicide's VC sold for £51,750

THE VICTORIA Cross won by a teenage officer who later committed suicide after being dismissed the Service has been sold for £51,750.

Midshipman Duncan Boyes won the VC in a skirmish with Japanese samurai chieftains in September 1864, when he carried the Queen's colour through a curtain of musket fire from the defenders of a gun battery.

Boyes, aged 17, kept at his task even when the men either side of him were shot, one dying at his feet, and after the event the flag was found to have six musket ball holes in it.

The VC was presented to Boyes and colleagues Thomas Pride and William Seeley at a formal public ceremony on Southsea Common, by order of Queen Victoria, but within a few years the young hero's life ended in ignominy.

While serving on the North American station in 1867 Boyes and another midshipman were caught trying to break into the naval yard at Bermuda, having been refused entry by the gatekeeper as they had no passes.

Both admitted the offence and were dismissed the Service.

This was, as John Winton has observed in *The Victoria Cross at Sea*, "an astonishingly harsh punishment for what on paper was merely the aftermath of a midshipmen's run ashore, but obviously there was more to the story than appears."

Boyes suffered fits of depression and moved to his brothers' sheep station in New Zealand for the sake of his health, but in January 1869 he took his own life.

The medal was sold by Boyes' old school, Cheltenham College, at Spink's of London to an anonymous private buyer.

The same person also bought the VC won by Lt Col Frederick Smith during the Maori Wars of 1864, which fetched £46,000.

Cardiff back from Croatia

HMS CARDIFF was due to return home to Portsmouth on August 29 after a three-month attachment to NATO's Standing Naval Force Mediterranean.

The Type 42 destroyer has been operating in the Mediterranean and Adriatic with ships from Spain, Italy, Turkey, Greece, USA, Germany and the Netherlands. SNFM provides NATO with a sea-based Fast Response Force and Cardiff's deployment has included a period of patrol around the Adriatic waters of the former Yugoslavia as NATO's Stabilisation Force presence.

Port visits have included Malaga, Cadiz, Taranto, Bari, Palermo, Catania, Crete and Corfu - but highlights for the ship's company were the welcomes they received into the Croatian harbour at Koper and the Slovenian commercial port of Rijeka, both of which had suffered in recent conflicts.

Capt Steve Jermy joined Cardiff in Gibraltar in July, relieving Capt Hugh Edleston.

Rooke revival

THE SITE of HMS Rooke, decommissioned in 1996, has had a facelift with the opening of facilities including a new British Forces Post Office Counter. The Senior Rates Mess which moved to Four Corners has been renovated and reopened as an annex to the Rooke Officers Mess.

Laid to rest 200 years on - 38 crew of a British bark

Delaware does duty to dead of De Braak

THE REMAINS of members of the 38-strong crew of a Royal Navy ship have finally been laid to rest - 200 years after their vessel sank off Lewes in Delaware.



● RN Chaplain Bernard Clarke leads the funeral procession for the men of HM bark De Braak at Lewes, Delaware - with pall bearers in 18th century costume.

St David's birthday boys

ST DAVID'S HOME for Disabled Soldiers, Sailors and Airmen at Ealing celebrated its 80th birthday in style last month with a major refurbishment programme under way.

Since it was founded in 1918, some 1,724 ex-Servicemen have been resident at the home - the longest being Freddie Busby who has been there for 33 years. Most recent arrival is centenarian Walter Humphries.

Links are retained with the Armed Forces through their benevolent funds while grants from other organisations help keep St David's running, financial help and outings being provided by such as the Not Forgotten Association, Lucas Aerospace and the Royal British Legion.

● St David's resident Wally Bartholomew (89) with carer Norma Maher.



Royal Naval personnel serving in the USA attended the funeral, which was conducted by RN chaplain Bernard Clarke.

All hands of HM bark De Braak died when she sank in a storm while on convoy protection duty in 1798. The only body identified at the time, and buried in a named and marked grave, was that of the Commanding Officer, James Drew.

The bones of the sailors were recovered from the wreck during a salvage operation 12 years ago. It is thought the remains include some of the 15 Spanish prisoners of war who were on board the bark at the time.

Among those who attended the funeral service were Governor Tom Carper of Delaware, and Mayor George Smith of Lewes. The senior RN officer present was Cdr Colin Sharp of the British Naval staff in Washington who laid a wreath on Drew's grave.

Last Post and Reveille was sounded by L/Cpl Andrew Cornish RM.

Over 2,000 spectators lined the route of a parade in which civilian 18th century re-enactors took part.

Some 20,000 artefacts from the De Braak - commandeered from the Dutch in 1795 - have been recovered, including the captain's pocket watch, Royal Marines belt buckles, shoes and felt 'Welsh' hats worn by the sailors.

A small selection is on display in the town's Zwaanadael Museum.

Near misses come together under new Airprox board

AIRPROX is the new name for what used to be called 'air-misses' - incidents in which aircraft come close to collision.

And a new UK Airprox Board is to be launched later this year to investigate them.

At present they are reviewed by separate and independent organisations. Reports filed by pilots are assessed by the Joint Airprox Working Group while those from air traffic controllers are dealt with by the Joint Airprox Assessment Panel.

In each case, the main purpose of the investigations is to ensure improvements in flight safety - and now they are to be combined in the UKAB which will deal with all reports, civil and military.

Said Chairman of the Civil Aviation Authority Sir Malcolm Field: "Having a unified mechanism for the investigation of Airprox incidents will promote greater transparency and enable us to focus more clearly on the causes."

Computer causes death confusion

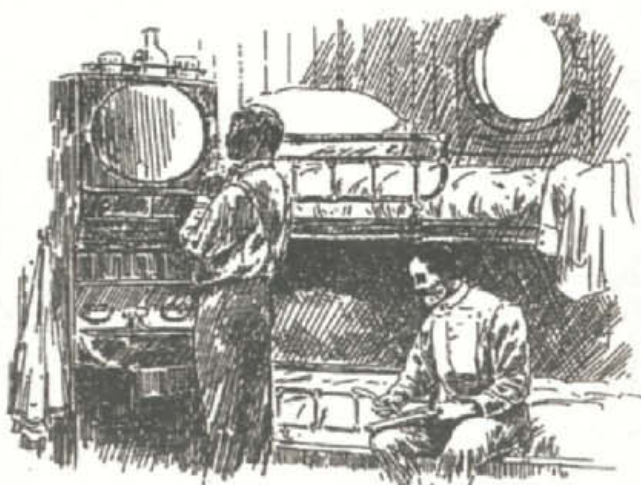
AN EXPLANATION has been given to *Navy News* as to why a senior rate's medical records were confused with a junior rate killed in the Falklands war.

The media widely reported that CPO Bob Mullen's records showed him to have died during the conflict. The sailor who lost his life was in fact A/LS(R) Michael Mullen who died when HMS Ardent was sunk with the loss of 22 lives.

An administrative error occurred at the time RN Hospital Haslar was transferring medical records to computer in the early 1990s.



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Hurworth and NATO companions show their skills along US eastern seaboard



● Small ship, big city – HMS Hurworth leaves New York on her homeward journey to the UK via Newfoundland, where PO(MEM) Nigel King got to meet one of the locals – a Newfoundlander dog named Bosun – in St John's.



Channel force ship goes further afield

FOR a ship which formed part of NATO's Channel mine counter-measures group, HMS Hurworth has been straying far from home – including a transatlantic crossing.

The Hunt-class MCMV joined SNFC, the Standing Naval Force Channel, in January, and has since made a punishing three-month trip to the United States.

She started by heading to Kirkwall, where her divers inspected the wreck of the battleship HMS Royal Oak and replaced the White Ensign on the war grave.

She continued north into the Arctic Circle to work up for Exercise Strong Resolve, then worked her way down via Trondheim and the Danish coast, using the Spanish port of Vigo as the point of departure for the first SNFC Atlantic crossing.

To avoid possible bad weather the ships – from Belgium, Germany, the Netherlands, Denmark and Norway, commanded by a Norwegian officer – took the southern route via the Azores to Halifax, where the British ship underwent a detached maintenance period.

Hurworth and her companions then went straight into Exercise Marcot, joining American and Canadian minesweepers in clearing a path for a US amphibious task group.

Helping protect the force was HMS Manchester, part of the Standing Naval Force Atlantic, who helped fend off enemy forces which included the prize-winning HMS Richmond (see page 30).

A brief rest at Norfolk Beach in Virginia prepared the ship's company for a further exercise off Little Creek in Virginia, as reported in last month's Navy News, a spell in New York which

saw each European ship welcome up to 500 visitors a day, and a final port visit to St John's, Newfoundland, where even in high summer the risk of icebergs has to be taken seriously.

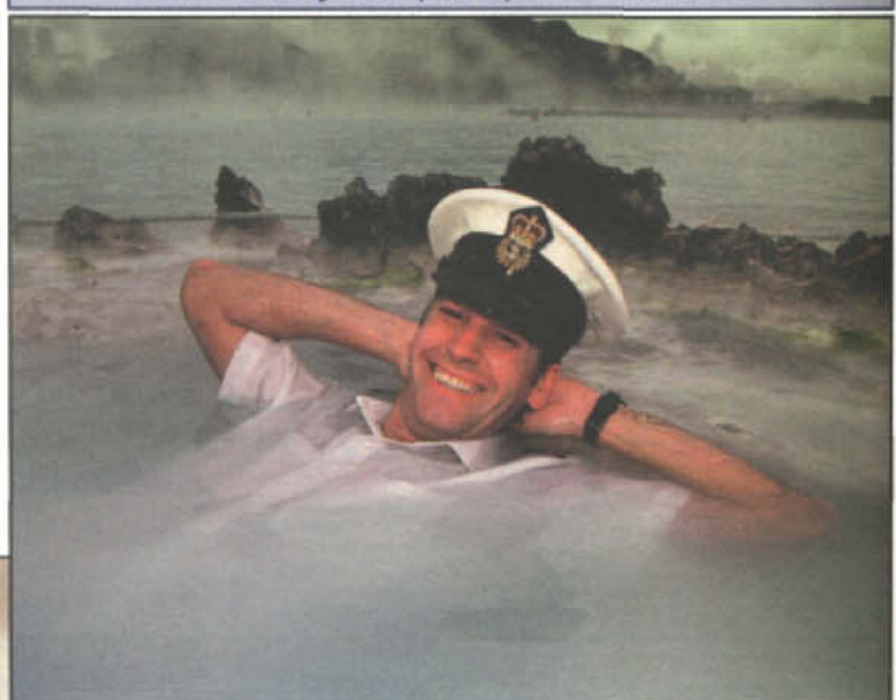
The ship's company of Hurworth had a chance to make friends with the crew of the replica sailing ship Matthew, which had retraced the passage of John Cabot to the New World in 1497 – an event said to have marked the birth of the British Empire.

Sailors from Hurworth also spent time in other ships of the Force, while the Royal Navy vessel welcomed German and Canadian personnel in exchange.

Leaving the abundant marine life in her wake – the ship had reported daily sightings of dolphins and porpoises riding the bow waves, schools of whales taking station on the beam and sea turtles tagging along – Hurworth returned to the UK via Iceland, where the ship's company enjoyed a few days' break.

Hurworth has now handed over the SNFC baton to Sandown-class ship HMS Cromer, having completed an unusually long and gruelling deployment which demonstrated the strength of European anti-mine warfare expertise on both sides of the Atlantic.

Pictures by CPO (PHOT) Stuart Antrobus



● Feeling warm – CPO Dave Jenkins, Deputy Weapons Engineering Officer in HMS Hurworth, relaxes in the Blue Lagoon hot spa pools near Reykjavik in Iceland, which are supposed to bring out a feeling of wellbeing and happiness to all who swim in them.



● Feeling cold – HMS Hurworth passes the Arctic Circle, marked by the globe on the icy headland.

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Cornwall returns from West Africa

A YOUNGSTER who owes his life to the crew of HMS Cornwall was one of the first to welcome the ship back from her six-month deployment to West Africa.

Twelve-year-old Hallasan Kamarah from Sierra Leone had a terrible facial tumour removed after the sailors raised £3,500 to send him to England for an operation.

Hallasan's plight was first discovered by ship's Chaplain Garth Petzer who was overseeing humanitarian aid work in the war-ravaged West African state in March.

The tumour was so big that it obscured most of the boy's features and was making breathing, speaking and eating so difficult that he did not have long to live.

The Rev Petzer took a photo of the boy back to HMS Cornwall and the ship's company were so shocked that they set about raising the money to send him to England for a life-saving operation.

A whole series of sponsored events were held in the ship and by July Hallasan was on his way to East Grinstead's Queen Victoria Hospital where the



● **WELCOME BACK:** HMS Cornwall's LWEM Steve Bullen cheers up Issa Sheriff during a return visit to Freetown Hospital. The ship's company carried out extensive refurbishment during their last visit in March. Picture: Steve Wood

tumour was successfully removed.

As most of the sailors in HMS Cornwall had never met Hallasan, he was invited to join the ship for the last few miles before reaching Devonport.

Friends

The ship's company were delighted with the improvement in his condition and presented him with a framed photo of the Kamarah family

with sailors from HMS Cornwall in Sierra Leone.

Hallasan, who flew back to Sierra Leone on August 17 and was looking forward to resuming his normal life, said that he felt fine and couldn't wait to see his friends again.

Captain James Rapp, Commanding Officer of HMS Cornwall, said that the ship would be following Hallasan's progress and would set up a fund for further cosmetic surgery if he wanted it.

While in Sierra Leone, sailors from HMS Cornwall helped to repair schools and hospitals in the capital of Freetown and used their helicopter to fly medical supplies to remote towns and food to starving children.

The ship won high praise for her help in restoring vital services in and around the capital and was warmly welcomed on a return visit on her way home.

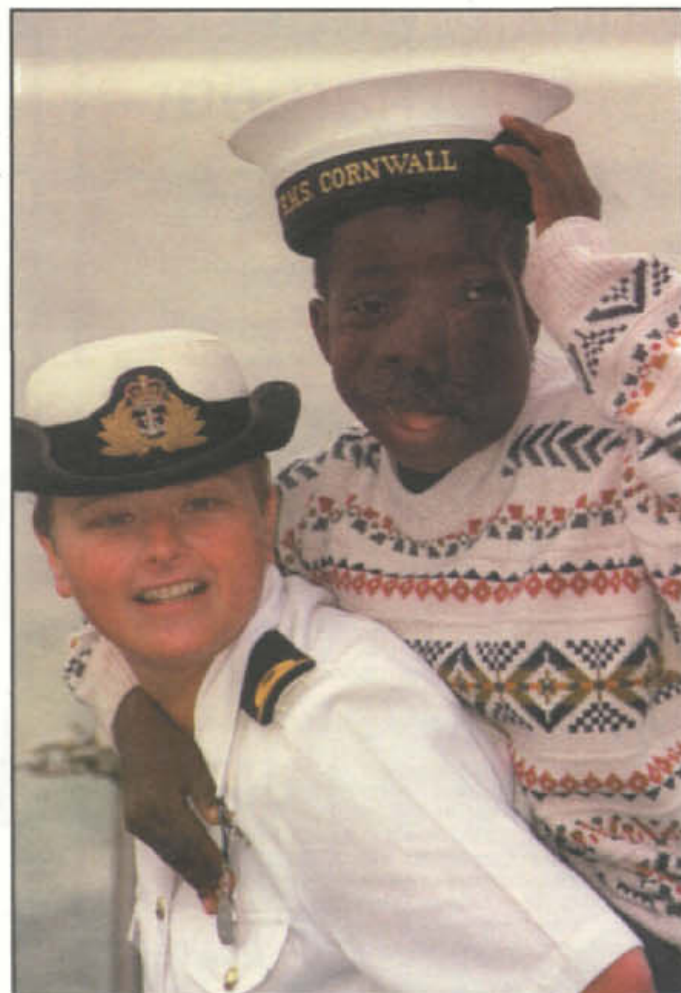
South Africa

During the deployment, HMS Cornwall visited South Africa for weapon firing trials and renewed ties with South African survivors of the previous HMS Cornwall, sunk by enemy action off Sri Lanka in World War II.

Capt Rapp, who relieved Capt Anthony Dymock in May, said: "Cornwall's deployment has been full of interest and a text-book example of the Strategic Defence Review's 'Defence Diplomacy' mission."

"Everyone on board will be returning to Devonport considerably richer for their experiences in West Africa, having seen at first hand the diverse cultures, customs and scenery of these rarely-visited countries."

"I am very proud of how the ship has promoted British interests in this troubled but fascinating region."



● **WELCOME ABOARD:** S/Lt Amanda Bishop and Hallasan Kamarah, who visited HMS Cornwall to meet the people who helped to save his life. Picture: LA(PHOT) Whittaker



● **WELCOME HOME:** HMS Cornwall is given a formal gun salute as she returns home to Devonport after a six-month deployment to West Africa, which included a visit to South Africa and humanitarian aid to Sierra Leone. Picture: LA(PHOT) Whittaker



Memorial dedicated to 43 Commando

A DESCENDANT of one of the Royal Marine's greatest heroes laid a wreath at a new memorial unveiled at the Royal Marines Museum in Portsmouth.

Mr John Whinney - MP for Arbroath - is the nephew of Cpl Tom Hunter, a member of 43 Cdo who received a posthumous VC for his valour in action at Lake Comacchio, Italy, in 1945.

The memorial stone is dedicated to the men who served with 43 Cdo in World War II and was unveiled by the Commandant General of the Royal Marines, Maj-Gen David Pennefather.

Members of the Corp's Comacchio Group - named after the battle - formed the guard of honour with the Corps Colours.

● **TRIBUTE:** Arbroath MP John Whinney (left) lays a wreath at the memorial to those who served and fell with 43 Commando.

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NEWSVIEW

Cossack revival lends credence to Tournament

THE BIGGEST military tattoo in the world. Well, big doesn't always mean best – but this year's Royal Tournament, as so often in the past, managed the trick.

And it did so largely by staging the old tried-and-tested formula of spectacle without too much in the way of artifice and hi-tech props.

The flashing lasers and eye-in-the-wall monitor screen were useful visual aids to enjoyment, not distractions from the main business. And for the young people in the audience, expectations no doubt jaded by a surfeit of 'virtual reality' or by spending hours queuing for the latest adventure park rollercoaster, the chance to enjoy 'real reality' must have been an eye-opener.

While the Field Gun competition and the Musical Ride of the Royal Horse Artillery had them all on the edge of their seats as usual, what got most of them on their feet was this year's star import act.

The moment Oleg Yurchishin rode in with his Zaporizhzhya Cossacks, Taras Bulba to the life with his scallock and twirling sabre, they promised a taste of traditional tournament display of a type that would have been instantly recognisable to medieval audiences.

The 'props' here were as minimal as you can get – just a pair of long canvas bandages rolled out along the length of the arena to mark the course. After that it was all down to the superb horsemanship of half a dozen riders who thundered up and down displaying gravity-defying feats of mounted acrobatics.

They were wild, dangerous and wonderful to behold – and the danger to themselves was made clear by the presence of one member of the team watching in the wings with his leg in plaster. Poor chap – you got the impression it was only some boring Health and Safety regulation that prevented him taking further part in the action, busted leg and all.

The British have always had a soft spot for the Cossacks. To us they embody the romantic spirit of Mother Russia – which is ironic, really, because they're not Russian at all. They are the heroes of the Ukraine. From the 15th century, outlaws who resisted their Polish masters and likewise fought off Tatar invaders.

And although for over 200 years they had a home base on a fortified island on the Dnieper, they were never a nation as such. More a way of life – and a handy mercenary army for Russia to deploy against the Turks. Once Russia made peace with Turkey in 1774, Catherine the Great was quick to disperse them into other parts of her huge, unwieldy Empire so they wouldn't pose a threat to law and order.

But they remained an inspiring symbol of resistance to oppression, keeping up their reputation for furious dancing, lusty singing and a capacity for living life to the full. And for horsemanship second to none.

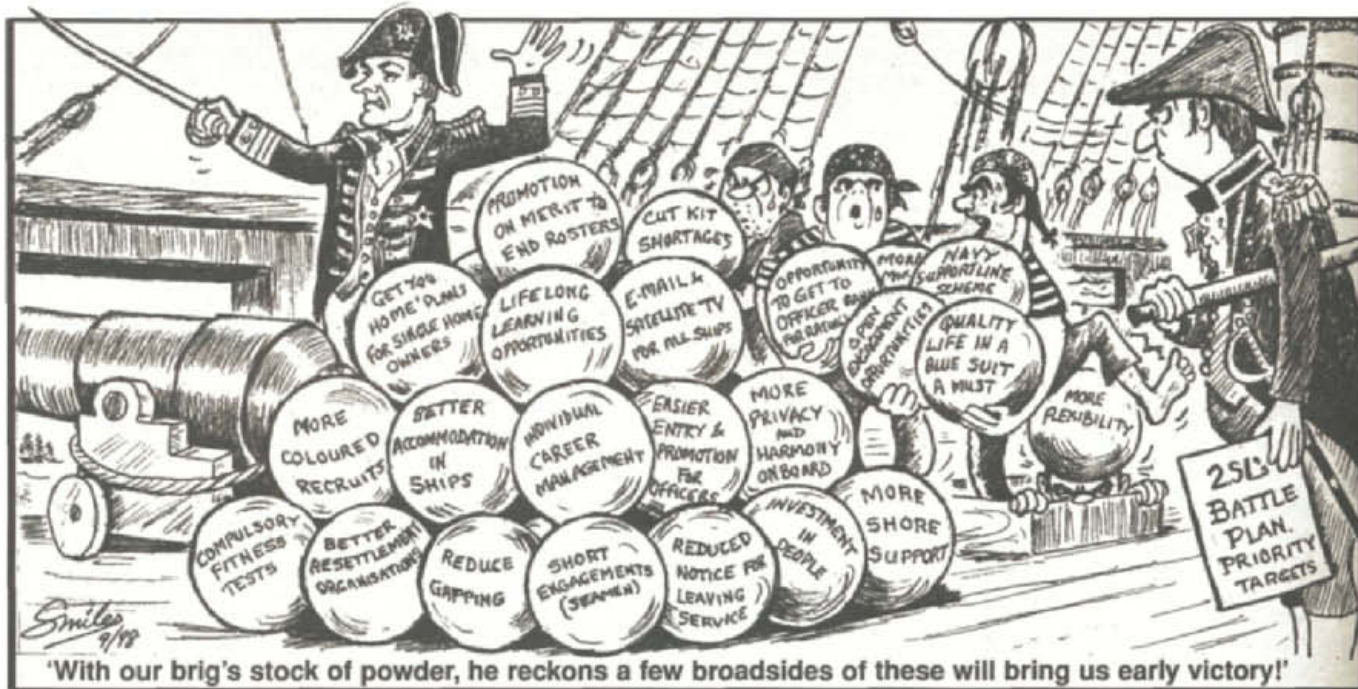
In 1992 the Ukraine regained its independence and the Cossack tradition was revived. The Royal Navy was quick to respond. A year ago HMS Campbeltown visited Odessa to host trilateral talks between Britain, Ukraine and Poland – the latter, as noted, once the Cossacks' bitter foe – and so took the chance to expand and further strengthen already good relations with the Ukrainian navy, in exercises in the Black Sea with the Grisha-class frigate *Ludsk*.

This was all deadly serious, hi-tech stuff aimed at working partnerships with modern military forces – to which you might think the displays put on by the Cossacks and the Field Gun teams at Earls Court have little relevance.

Not so – they are both exactly as one in the 'can do' spirit to win against all odds. The Royal Tournament, with its long tradition of showcasing home-grown examples of that spirit along with overseas exponents of the same, still offers the public a timeless taste of what man and beast can manage on their own.

It's long been under threat of closure – but it would be an awful shame if something of the sort didn't survive through the current culture of change that tends to take more notice of future trends without regard for past traditions.

Like the Cossack revival that turned out to be one of the biggest hits in town this summer.



Norwich is taken with Norfolk



BIG CROWDS lined the streets of Norwich to watch 130 members of the ship's company of HMS Norfolk exercising their new privilege of marching with banners unfurled, bands playing and bayonets fixed, writes Mike Souter.

The visit attracted huge interest – especially from the media who had great fun playing on the fact that the Type 23 frigate's size meant she was unable to dock in Norfolk, but instead was obliged to moor alongside in the deadly rival Suffolk port of Ipswich!

Indeed, even there the passage up the River Orwell and the turn between two merchant ships in the narrow confines of the port was described by Commanding Officer Cdr Bruce Williams as "just a little hairy". Mind you, he had only been on board for 23 days...

Lord Mayor of Norwich Cllr Derek Wood, together with the Chairman of Norfolk County Council Cllr Graham Hemming, were given a guided tour of the city from the Norfolk's Lynx helicopter before landing on the ship off Sizewell.

Thanks to Ipswich Harbourmaster Capt John Swift a launch was provided to bring the full media pack of TV crews, journalists and photographers out to the ship for the passage up river.

BBC TV brought their outside broadcast truck in for a live insert into the regional lunchtime news while interest generally focused on the ship's four East Anglian crew members – OM(EW) James Robinson, OM(UW)2 Edward Kelly, OM(UW) Sally Wiley and CPO(WEA) Tom Rooney.

The Freedom ceremony itself was held outside Norwich City Hall after which the ship's company attended an official reception at County Hall, music for the events provided by the Corps of Drums of the 1st and 6th TA Battalions of the Royal Anglian Regiment.

The four day visit also allowed the ship to renew affiliations with RAF Coltishall, the Royal Anglian Regiment and local schools, Sea Cadets, Sea Scouts and RNA. She sailed with many family members embarked for the passage to Plymouth, where many came on board for the day prior to summer leave. See also centre pages.

● HMS Norfolk on parade for the Lord Mayor of Norwich (top) and through the market (middle) with a little help from the Royal Anglian Regiment (below).

Rare call at Syrian port of Latakia puts top-notch warship in the spotlight

Frigate's visit helps build trust

BARELY a week after politicians elevated defence diplomacy to one of the eight core Defence missions, a Navy frigate has been putting the theory into practice in the Middle East.

HMS Marlborough, in company with RFA Fort Victoria, sailed into the historic Syrian port of Latakia under close scrutiny from the Government and media.

Prompted by the Foreign and Commonwealth Office, this was a rare major visit, the last being that of Leander-class frigate HMS Dido in May 1979.

The Type 23 frigate was expected to build on the foundations laid by Foreign Office minister Derek Fatchett in June last year, and to demonstrate the role that the Armed Forces can play in the process of building and maintaining trust and confidence by establishing links and friendships at all levels.

On arrival, Marlborough's Commanding Officer, Capt Jamie Miller, met Major Wael Nasser, Commander of the Syrian Navy, who visited the ship for lunch and a tour, and presented three Long Service and Good Conduct medals, to CMEM(L) Paddy Craig, POMEA Ian Brown and CY Paul Westlake.

Joint diving activities were carried out with the Syrian navy, and 18 senior Syrian naval officers sailed with Marlborough to watch a series of demonstrations, including replenishment at sea with Fort Victoria.

Marlborough, fresh from a rarely-awarded "Good" assessment during Basic Operational Sea Training, has conducted a number of exercises in the Mediterranean since she sailed in May. As Navy News went to press she was preparing for duties at the International Festival of the Sea in Portsmouth.



● Team work – The HMS Marlborough diving team with Syrian navy divers at the Latakia port entrance.

Pictures: Cpl Allen, RSE

Busy programme arranged

THE VISIT to Syria by HMS Marlborough coincided with a British Embassy commercial exhibition, so an extremely busy programme was arranged to capitalise on the event.

A press conference on the first day attracted 15 representatives of Syrian and Middle East media, and 650 locals went on board the frigate when she was opened to the public.

Official visits were made to the OSA II Missile Boat Squadron, the Syrian naval college and Al-Assad, the Syrian training ship.

There were also two official receptions,

one on the jetty hosted by the British ambassador, and the other by the ship's Commanding Officer and the wardroom, where ceremonial colour was added by the Pipes and Drums of the Royal Dragoon Guards, the ship's affiliated regiment, and musicians from the ship's company and the Royal Marines Band, Plymouth.

Latakia, Syria's main port, dates from 400BC and proved an ideal base for exploring the surrounding region's historic sites, including the ruins of the city of Ugarit, where the earliest-known complete alphabet was discovered, and Crusader castles.



● Special guest – General Wael Nasser, Commander of the Syrian Navy, inspects the HMS Marlborough Guard of Honour with the Commanding Officer of the frigate, Capt Jamie Miller (right).

Devonport gun down rivals



● Hard men – Fleet Air Arm and Devonport battle it out at the Royal Tournament in Earls Court.

Picture: LA(PHOT) Dave Coombe (DNR)

DEVONPORT'S field gunners have swept the board at the 1998 Royal Tournament.

The 'A' crew returned to parade through the streets of Plymouth with all four trophies from Earls Court.

A total of 23 points from the 14 runs was more than enough to take the coveted Inter-Command Challenge Cup, with Portsmouth scoring 20, a point ahead of the Fleet Air Arm.

Also in the Devonport bag were the Aggregate Time Challenge Cup, for the crew with the lowest aggregated official time from the Tournament, the Fastest Time Cup, and the Sunday Express Trophy for least penalty points – Devonport accumulated 27, less than half of Portsmouth's 58 and a quarter of Fleet Air Arm's 102.

The fastest run in the competition was 2min 46sec, just a fifth of a second better than Portsmouth and more than a second better than the Fleet Air Arm.

Part of the 18-man team's success was put down to tremendous team spirit, said 'A' crew captain CPO Ian Russell, and careful preparation meant injuries were kept to a minimum and diet was carefully monitored.

The competition commemorates the superhuman effort by the Navy at the turn of the century to bring specially-adapted warship guns across to the relief of Ladysmith, a garrison besieged by Boer forces.

It was a home win for HMS Collingwood in the Field Gun Day, when the training establishment's 'A' crew took the main prize in the competition for crews from bases around the country and beyond.

Second place in the event, supported by Heineken, went to HMS Gannet, with HMS Neptune third.

A long trip for RN Gibraltar was rewarded with the Portsmouth Silver Jubilee Cup Plate 1, while HMS Dryad A took the Lloyds Bank Trophy Plate 2 final.

Also staged was the Fearless Challenge schools engineering competition, where a vehicle had to be designed as a stable platform to carry a cup of water over a pebbled beach. St John's College took two of the three age groups, with Wildern taking the 11-13 title.

Collingwood results:
Whitbread final: 1, Collingwood A; 2, Gannet; 3, Neptune; 4, Collingwood; 5, Osprey; 6, Heron.

Portsmouth Silver Jubilee Cup – Plate 1 final: 1, RN Gibraltar; 2, Sultan A; 3, Nelson; 4, Excellent; 5, Seahawk; 6, Drake.

Lloyds Bank Trophy – Plate 2 final: 1, Dryad A; 2, Dolphin; 3, Sultan B; 4, Dryad B.

Esams Plate for Best Aggregate: Collingwood A.

Collingwood Cup for least penalties: Collingwood A.

Powerful Trophy for fastest time: Collingwood A.

Roaring Meg Trophy for best B crew: Collingwood B.

Pleased to meet you!

ADMIRAL Sir Peter Abbott greets five-year-old Adreana, one of the children from Chernobyl who have spent a month in Britain as part of a charity project.

Admiral Abbott, Vice-Chief of the Defence Staff, met Adreana at the Royal Tournament, where the ten children were given ringside seats.

The children and their mothers use the break to eat uncontaminated food and build up immune systems away from the scene of the 1986 nuclear disaster, as well as having the holiday of a lifetime, said Lt Cdr Jonathan Worthington of HQRM, who is helping host the group in London.

As well as the Tournament, the party – hosted by volunteers who raised money for the air fares and expenses – also visited the tourist attractions of London, and many visited the seaside for the first time.



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The Private View will be held on Monday, October 5 from 6 - 9pm with a proportion of the sales being donated to the Sargent Cancer Care for Children and will be accompanied by a Royal Marine Musicians Quintet.

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Replies must be received by 15 October 1998. Entries with correct answers will be entered into a prize draw conducted at Navy News on 20th October 1998. More than one of the original can be submitted but photocopies cannot be accepted. You should submit your entry on the original coupon. The Editor's decision is final and no correspondence will be entered into. Employees and relatives of Navy News staff are not eligible to enter.



Flag Officer Sea Training is responsible for ensuring Royal Navy foreign navies are taking advantage of FOST's simulated war

Ships pro virtual

THE AMERICANS had just gone, the Russians were on their way, and the Chinese were in the area, but not at the same time as the others.

It's little wonder that Rear Admiral John Lippiett, Flag Officer Sea Training (FOST), is proud of the reputation which brings navies from around the world to his offices in Devonport.

But Admiral Lippiett is in no doubt as to his primary role: "Our top priority is training the ships of the Royal Navy; that is, the surface ships, both the warships and the Royal Fleet Auxiliary, so my main customers are Flag Officer Surface Flotilla and Commodore Royal Fleet Auxiliary."

"The emphasis must be on, and over half my work is, training ships of the RN in their tasks. Everything else defers to that requirement."

But with the loss of diesel boats from the Submarine Service, there was a need to "borrow" boats to train in anti-submarine warfare, so NATO allies supplied submarines in exchange for training time with FOST.

Traditionally it was the Dutch and Germans who brought their boats, but other countries, including Portugal, Italy and Turkey, have joined in, with RN nuclear submarines playing their part.

"We are training all the Dutch and German destroyers and frigates; we are training in turn selected frigates or destroyers from the Italian, Portuguese and the Turkish navies," said Admiral Lippiett.

The fact so many different nations are working with the Navy is itself of great benefit, he believes.

"There is a natural cohesion of all those navies training in the same areas, training to the same standards, and working together. The strength that this gives both us and those individual navies is enormous, because they act as high-quality consorts. They know they can inter-

operate within minutes of meeting each other wherever they are in the world, and they know ultimately how the others will react," said the admiral.

Outside the submarine scheme other nations pay to be trained by FOST staff, including the Belgians, Greeks and countries from the Middle East.

"There is a growing list of other navies who recognise that we are leading the world in operational sea training. The facilities we are offering both in depth and breadth of activity are second to none," said Admiral Lippiett.

There have also been moves towards joint training with the French - following the First Sea Lord's Letter of Intent with his French counterpart, HMS Birmingham worked up off Brest, and French ship Lafayette spent

two weeks looking at RN Operational Sea Training (OST).

"Our tie-up with the French in mutual co-operation and training is growing very successfully," said Admiral Lippiett.

"Again the strength here is knowing how we can operate with each other with confidence and to go straight into an operation if required without a long time having to get used to each other."

Other recent visitors include destroyer USS Arthur W Radford, on a reconnaissance mission, and the Russian destroyer



● Rear-Admiral Lippiett.



● Hawk eye - Ship's eye during a Thursday War

Bespokoiny, following a ministerial level last year, and HMS Somerset.

Russian personnel were in Glasgow to witness an exercise and rescue exercise was held in Norfolk, indicating possible co-operation with the Russian non-NATO navies.

"We train ships for war to make sure that our warships can survive and win, and that is what we do. Those ships leave here to do their business," said Admiral Lippiett.

"However, a warship has to spend most of its time in law-enforcement, disaster

Sea rider speaks from experience

ONE MAN on FOST's staff knows only too well the difference their training can make in the heat of battle.

WO Alasdair Gilchrist was in HMS Sheffield when the Type 42 destroyer was sunk with the loss of 20 of his shipmates in the Falklands, and that background adds extra zeal to his mission in life.

"I wanted to make sure none of the lessons learned on the day were lost because some of those lessons were learned in World War II but because we hadn't had a conflict for so long we had forgotten them," he said.

"It's pleasing that some of the things recommended from that day are in ships now, and some of the mistakes made then will not happen again."

"I am in a unique position and I can get that over. I don't go on about 'I was hit by a missile', but if someone gets cocky and makes a mistake and says well, what do you know? I can say I was there."

"It's all about putting hard-earned battle-experience into practice, about drills, skills and standards of procedure."

"We have to make sure they become second nature when we are frightened and the adrenaline is going."

"We want the operating procedures to kick in, and in the Falklands and the Gulf we heard that that did happen. It can save a ship."

Alasdair works on the electronic warfare element of sea training, which ranges from "enemy" signals to "hard-kill" threats from missiles and attacking aircraft, simulated by pods carried by specially-tasked planes, and covers war in the air, on the surface or under the waves.

He also works with "soft-kill" ele-



● WO Alasdair Gilchrist

ments such as decoys. "We have to cram a lot in, six hours," he said.

"You don't get much more than this."

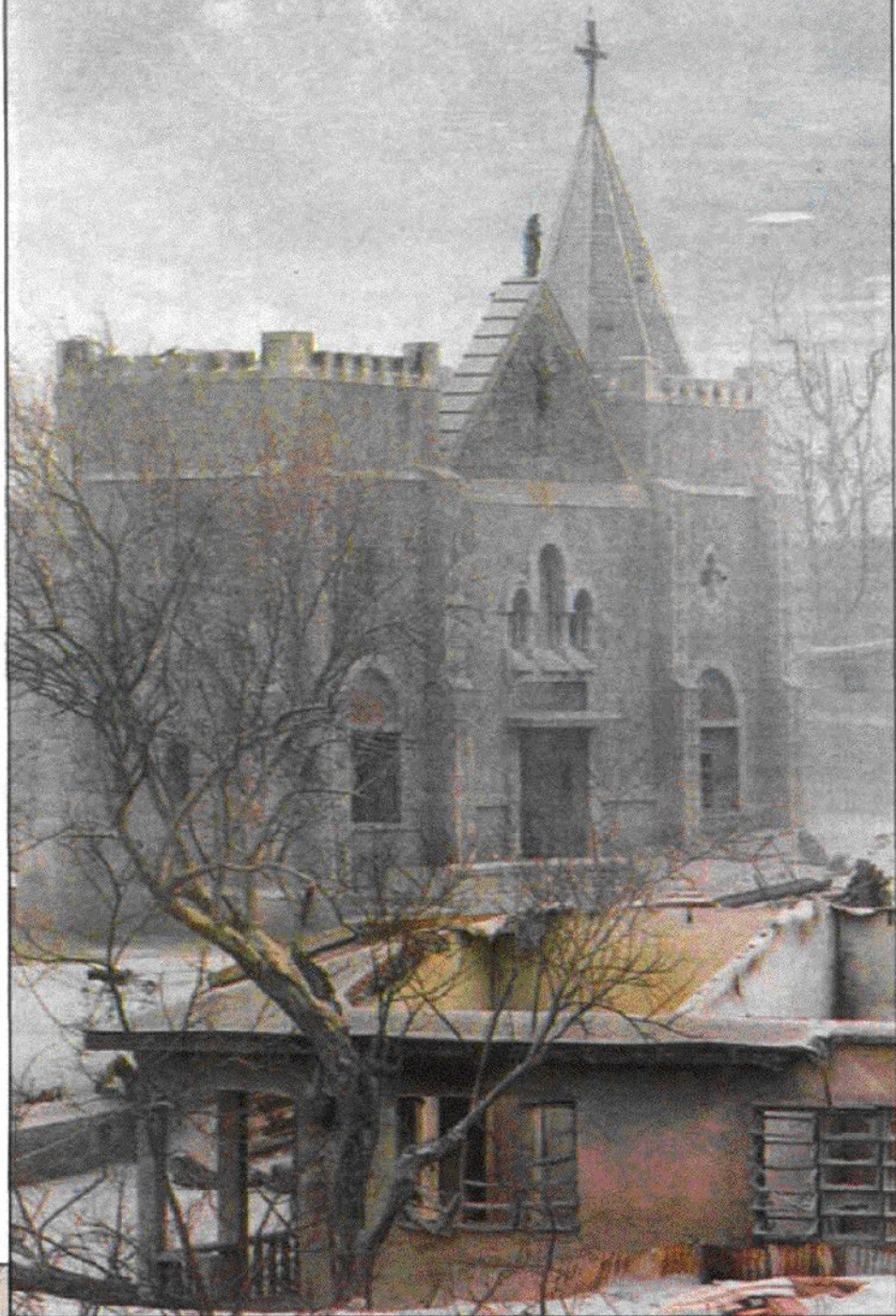
"We learn things from the Greeks and Italians."

"We are not elitist, looking to improve a pass it back through the channels. And other here because we are one of the leaders in safety, in all spheres."

"I think we give people it's probably the most have ever worked. You corners - you have got job."

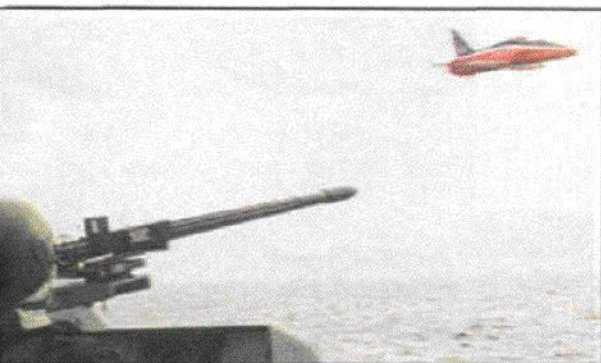
● The real thing - HMS Liverpool's Lynx surveys the devastation on Montserrat last year following the volcanic eruption. The ship's company worked on disaster relief skills at FOST before they deployed.

Pictures: PO:PHOT1 Jon Garthwaite



avy and RFA ships are ready for anything – and many
s and artificial disasters, as **Mike Gray** found out.

Prepare in reality



gunners attempt to ward off an attack by a Hawk aircraft in the Channel.

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"It's in the darkness, we can turn up the heat, so that you can make it high humidity. You can make it very interesting."

Admiral Lippitt was involved in a disaster-relief effort, winning an MBE when, as a lieutenant, he was put in charge of a hospital for four days after a hurricane, so he appreciates the need for general guidance.

"I'm sure that the training we gave HMS Liverpool before going to Montserrat was one of those things that really set them in mind," he said.

"It can never replicate the exact disaster a ship finds but it will show them the sort of problems they might encounter, and a warship has a whole number of transferable skills that can be quickly enacted to help the civilian population ashore in this."

"HMS Cornwall in Sierra Leone saved hundreds of lives through what they did, and some of their thought processes may have come out of what we teach here."

"Certainly their report of proceedings, before their exploits ever got into the press, was already back here with me to make sure that our training in the future can take the lessons of the day, so from Montserrat, from Sierra Leone, and so on, these experiences come back to us to make sure our training is really up-to-date and relevant."

One phrase sums up the FOST ethos, and Admiral Lippitt makes no apology for using it time and again.

"The most important single factor in a naval service is the quality of its personnel and their training," he said, "and quite simply, this is where the Royal Navy is leading the world."

"The respect in which we are held right throughout the world is enormous. We set the standard that all other navies seek to achieve."



● Cross-deck co-operation – HMS Norfolk's Lynx helicopter lands on the flight deck of RFS Besspokeiny during a search and rescue exercise off Plymouth (above), while the Russian destroyer's Kamov Helix aircraft returned the compliment with a visit to the Royal Navy's Type 23 frigate (left).

Talented individuals are moulded into effective unit

A RAW recruit to the Royal Navy enters Flag Officer Training and Recruiting (FOTR)'s shore-based training network, learning general and specific skills which will equip him or her for the varied tasks ahead.

But competence at a radar screen or control panel is only the first step – a bunch of talented individuals will never make an effective ship's company.

"They join a ship as individuals, and the ship arrives here with perhaps 170 or 240 individuals who then have to be honed into a team," said Admiral Lippitt, whose team looks after surface ships and embarked aircraft, from carriers right down to the patrol vessels.

"Above all else a warship is about teamwork, and the interaction of the teams on board to be able to fight that ship."

"No ship, however many hundreds of millions of pounds are paid for it, will be capable of carrying out its tasks unless it has the proper training to put it into force, and this is how the RN scores in its standing in the world for its personnel and training."

FOST has a staff of just over 150 "sea riders", 25 based in Scotland, who test ships in training packages which include:

Preliminary Sea Training (PST) – a two-week familiarisation course for newly-built ships;

Basic Operational Sea Training (BOST) – a five or six-week course after build or refit to forge a fighting unit for operational roles;

Development Operational Sea Training (DOST) – a three-week package before a ship deploys, preparing the ship's company for the particular demands ahead.

There are also tailor-made courses for foreign navies; almost 50 per cent of FOST's customers are from overseas, and the list of

navies who regularly use FOST's training areas in the English Channel and off the north of Scotland includes Germany, the Netherlands, Italy and Brazil.

Last year saw 26 RN ships pass through the FOST team's hands, with a further 15 from NATO, 18 RFAs – a total of 59 ships, which should be surpassed again this year.

When a ship first arrives, even the most basic skills must be learned and drilled.

"Each ship will start its time doing a ceremonial entry with all the pomp and pageantry of flags flying and guards, and we will send out a mock VIP so the ship finds out what it's all about to entertain someone," said Adml Lippitt. "Nothing is left to chance."

During BOST the pressure builds up to a climax during the notorious Thursday War.

"I, or my deputy, inspect the ships at the end, a six-hour, most intensive inspection which ships go through in war conditions," said Admiral Lippitt.

"We try to sink them, and they have to fight their way through it, so they are full of flood, fire, contamination and casualties, yet they have to go on fighting under a constant threat of attack."

"At the end of that I will give them an assessment, which is traditionally a very tough yardstick to pass. They are judged satisfactory, through very satisfactory, and then the word good has been heard, though it is a considerable rarity."

If a ship is seen as falling behind the learning curve, in negotiation with Flag Officer Surface Flotilla and programmers it can be given extra time to reach the required standards.

"I say to ships' commanding officers and to ships' companies, your success is our success, your failure is our failure, and that's how the team feels. If they haven't got a ship up to its full potential, my sea riders really feel aggrieved, and feel somehow they have failed."

But once the ship is trained, it has not yet finished with FOST, as Tier 2 lies ahead, where FOST's Joint Maritime Operational Training Staff (JMOTS) put ships through the thrice-yearly Joint Maritime Courses (JMCs), an intensive two weeks of training and exercising as groups off Scotland which conclude with a free-play war simulation.

Specialist mobile teams look after firefighting, chemical and damage control continuation training.

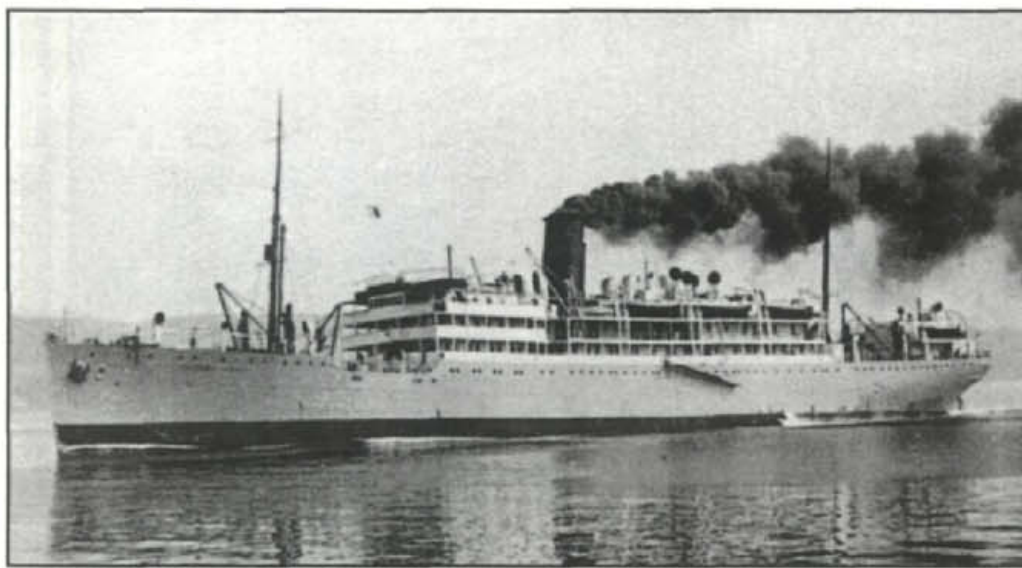
Additionally, FOST train the Ships Protection Organisations and conducts Close Range Weapon Training, and also runs a busy Target Group which deploys Chukar targets for Royal Navy high seas live missile firing.



● Practice runs – HMS Manchester's fire-fighters work with FOST staff at the disaster-relief exercise village near Devonport Naval Base (top), and sailors face unknown problems aboard their own ship during a Thursday War (above).



At Your Leisure



● SS Khedive Ismail – would a zig-zag course have saved her?

Destiny – or just a bad decision?

The sinking of the troopship SS Khedive Ismail on February 12, 1944 was the third worst Allied shipping disaster of World War II.

– or bad design?

HOLE were left in the bulkheads of the troopship Birkenhead – to let the troops move about more easily.

Alas, when she struck a rock of the coast of South Africa on February 26, 1852, the water moved through her more easily, too.

Women and children first, was the cry – and her captain, realising that if any more people tried to get into the lifeboats they would capsize, ordered his men to 'stand fast'.

So they did – and so was born the 'Birkenhead drill' legend, as a euphemism for heroic self-sacrifice, the whole story recounted by David Bevan in *Stand Fast* (Traditional Publishing £6.95).

A total of 1,297 people lost their lives – including 77 women, this in itself the single biggest loss of female personnel in the whole history of the British Empire and Commonwealth – after a torpedo attack by the Japanese submarine I-27 in the Indian Ocean.

The submarine was depth-charged to the surface by the destroyers HMS Paladin and Petard – furthering the ordeal of the few survivors in the water – and the action is described for the first time in *Passage to Destiny* (Paul Watkins £14.95) by the son of one of them, Brian Crabb.

He draws on many eye-witness accounts and previously unpublished Admiralty papers – many of which were not released for 40 years because of their sensitivity. The findings of the subsequent Board of Inquiry criticised the convoy commander for dispensing

with the elementary anti-submarine precaution of zig-zagging to avoid extra time at sea.

But, the author observes: "The Admiralty had carefully worded its instructions. At no time during the war did they order that all ships in convoy, travelling at 11 knots or over, must zig-zag at all times, because they knew that there were pros and cons to the tactic."

Nevertheless, if something went wrong, the Admiralty still took the trouble to issue reprimands such as this.

"The signals which were being broadcast daily by the staff of the Commander-in-Chief Eastern Fleet are another area appropriate for criticism. By issuing the unreliable information that there were no enemy U-boats reported in Area G, the area that convoy KR8 had just entered, the broadcasters created a situation which was worse than if they had said nothing at all, because it invited the captains at sea to relax their vigilance."

SALUTE TO BELFAST'S BRAVEST SON

'You're a gem, Mick'



THERE are plans to erect a statue to James 'Mick' Magennis in his home town of Belfast – somewhat belated recognition for Northern Ireland's sole VC, where he was an embarrassment to the Unionist establishment and unwanted by his fellow Catholics.

The 'three day hero' was welcomed with open arms at the beginning – the people of the city presenting him with £3,066 – but he soon fell foul of local prejudice.

George Fleming's timely biography, *Magennis VC* (History Ireland £22.50, paperback £11.95) explores the sorry saga of the ingratitude shown him by both communities and the sad end to his Naval career. Before and after the VC, Mick was often in the rattle. In 1947 he was demoted for drunkenness and returned to General Service. He left the Navy in 1949 and went back to Belfast where he worked for a while on the RN air station at Sydenham.

Tragedy struck when his son David was knocked down and killed by a trolley bus. By 1952 all his money was gone – he had shared much of it among family and friends – and soon he was forced to sell his VC to a pawnbroker for £75.

A well-wisher bought it back for him, on condition that he never sold it again – but the incident brought unfavourable publicity and eventually the hardening of sectarian attitudes forced a move to Bradford where he found employment as an electrician. He died in 1986.

Better to remember his finest hour – and the VC incident wasn't the only time the little Irishman proved his courage. In the middle of the battle of Crete, while serving in HMS Kandahar, he repeatedly dived into a sea of fuel oil to rescue survivors from the destroyer HMS Juno.

After this he joined the Submarine Service and volunteered for duty in the X-Craft midget submarines. As the war neared its end he took part in Operation Struggle, when XE3 slipped undetected into Singapore Harbour to attack the Japanese heavy cruiser Takao.

The midget settled on the bottom right underneath the ship's keel – and Magennis, in his primitive frogman's suit, entered the wet and dry compartment. Captain Fell, on board the boat's depot ship HMS Bonaventure, recorded what happened next: "Magennis flooded his compartment and tried to

raise the hatch above his head in order to get out, but he found that after going up a short distance it hit against the cruiser's bottom and did not leave room for him to get through.

"Taking a deep breath of oxygen he took off his breathing set and found he could just squeeze through the gap with it removed. Outside he replaced his breathing lung (a thing that had never been done by a diver before).

"Takao's bottom was one mass of barnacles, weed and razor sharp shells on which he tore his hands to pieces and cut his suit, starting more leaks.

"He found that the magnets that had been designed to hold the mines in position would not hold on to the filthy bottom, and kept sliding away in the slight tidal stream.

"Working and thinking like lightning in the mud and pitch darkness he returned to the wet and dry compartment (repeating the same operation with his breathing apparatus).

"Repeating the performance of breath holding, he squeezed out again with great difficulty, noting that the gap was narrower than before owing to the falling tide. He now lashed two mines together and put one on one side of Takao's keel and the other on the opposite side where they held well. He repeated this four more times and then returned to XE3 having great difficulty in getting in."

By now the job had taken him three quarters of an hour. And then, as they tried to get away, they were forced to jettison the boat's side carriers of explosives. The one carrying the amatol charge fell away, but the now empty limpet mine carrier had flooded and refused to drop clear.

The CO prepared to go out to release it himself – but Magennis "with a most hurt expression on his face" insisted: "I'll be all right in a minute, Sir. Just let me get my wind"

Magennis was barely conscious when he returned from his third sortie. They eventually joined their parent submarine HMS Stygian to learn that they had scored 100 per cent success.

As Magennis wrote in a letter to his brother Bill: "Under target 1400 1st August. Clear of boom and out 2130. 2200 till 2300 loud explosions and clouds of shit. Joy in our hearts."

Mick Magennis's frogman's suit is on permanent display at the Imperial War Museum. He was the only RN junior rating VC to survive the war.

– JFA

MAGENNIS VC

The story of Northern Ireland's only winner of the Victoria Cross by George Fleming

Magennis won his VC while serving in midget submarines, playing a critical role as the frogman who placed the explosives in the sinking of a Japanese cruiser in Singapore harbour. This lavishly illustrated book documents the social background of Magennis's early life in the Belfast depression of the '30s, his escape by enlisting in the Royal Navy in 1935 as a boy seaman in HMS Ganges, leading to on to his service during World War II. The book is packed with adventure and documents his part in the history of the war at sea.

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Bushido and the Behar – in full

THE MERCHANT ship Behar was the only British ship sunk by the Japanese to feature in a trial of Japanese war criminals.

As a result, the admiral who ordered the execution of 69 of her survivors on board the cruiser Tone on the night of 18/19 March 1944 was himself executed.

For the first time the full story has been assembled by retired Merchant Navy radio officer David Sibley, working from the war crimes papers at the Public Records Office, Kew.

Among 14 of the 18 ship's officers executed were two apprentices aged 17 and 18. Of the 10 RN personnel captured seven were executed, as were all five Royal Artillery Maritime Regiment gunners on board.

The Behar Massacre is available at £10 inc pp from the author at Moorcroft, Castle Lane, East Ayton, Scarborough YO13 9EN



Paraded at The Mall

KEITH Holmes' superb portrait of Bandmaster John O'Connell is among many of the artist's Service subjects featured in his 'Ocean Warriors' exhibition at The Mall Galleries, The Mall, London from October 5-11, part of the proceeds going to Sargent Cancer Care for Children.

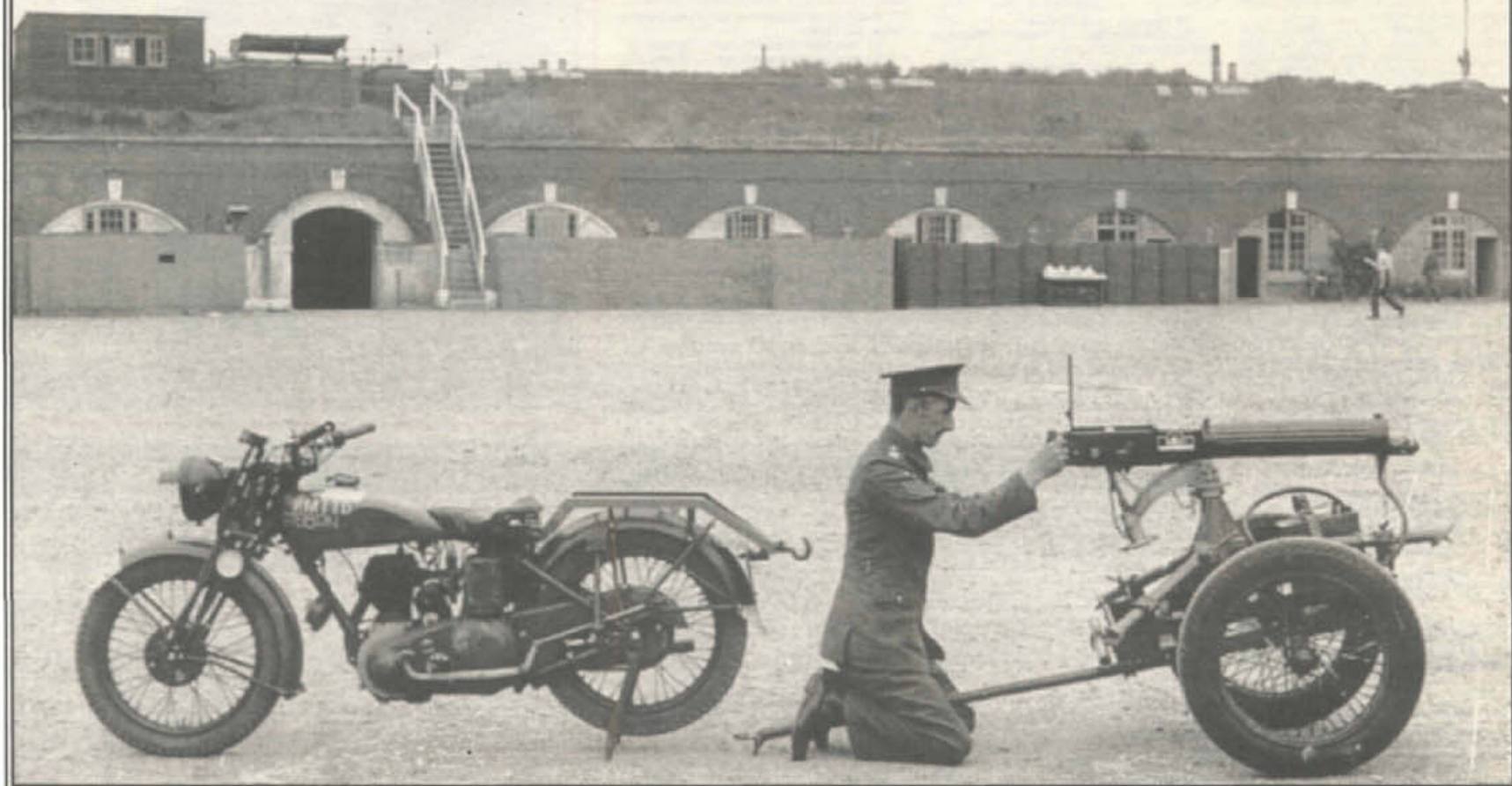
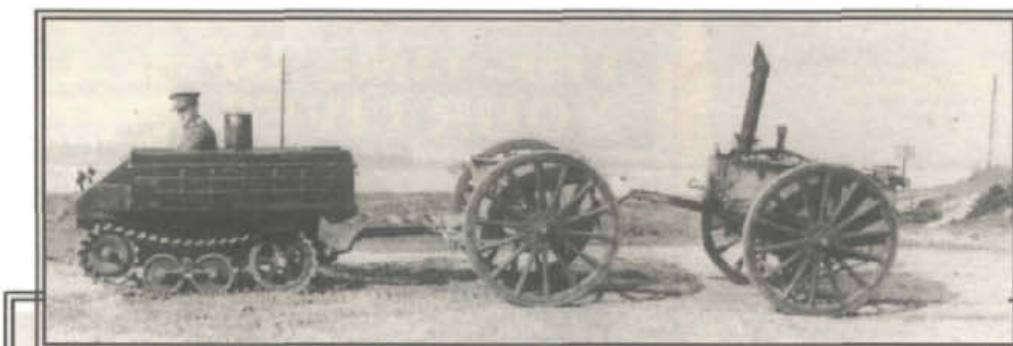
It will be followed there from October 21-November 1 by the Royal Society of Marine Artists' annual exhibition.

At Your Leisure



ODD COUPLES

Below: A mounted machine gun for towing by motorcycle, Fort Cumberland 1942. Left: Trials of the 1934 utility tractor – with field cooker. From *The Royal Marines Barracks, Eastney – A Pictorial History* by Andrew Lane (Halsgrove £19.95, paperback £12.95)



ScreenScene

Angels – and parrots – at your shoulder

THERE'S an interesting premise behind *City of Angels*, a supernatural romance – or a creepy weepie – starring Nicolas Cage and Meg Ryan.

According to this scenario, there are angels all over the place, though we can't see them unless they want us to. There may be a couple beside you at this very moment, reading *Navy News* over your shoulder. Dressed in long black coats, deadpan, non-judgmental as they observe human folly, their primary function seems to be to shepherd the newly-deceased towards whatever it is that comes next. (That part is never properly explained).

The Oxford Book of Death (1983) lists several pages of 'Last Words', none of which seems to lend any weight to the idea of this arrangement – although the writer Henry James did exclaim "Here it is at last, the Distinguished Thing!" which might be taken as a reaction to the sudden appearance of Nicolas Cage.

In fact there seems to have been a slip-up at the celestial Job Centre, because Cage is hardly your run-of-the-mill angel, being troubled by vestigial human emotions, such as curiosity. He likes to ask his charges what bit they enjoyed best, for instance.

And of course, when he meets Meg Ryan (she's a by-pass surgeon, he's turned up to collect one of her less fortunate patients) curiosity turns to empathy and resolves into love.

The technical difficulties involved in the two of them getting together occupy much of the film's running time. But its most memorable aspect is the image of those black-garbed figures hanging around patiently in libraries and shopping malls, perched on rooftops and neon signs, waiting, waiting...

Yes, it's a romantic tale first and foremost, but with enough extra to intrigue the cynic. And Meg Ryan, as usual, is cute enough to set Gabriel himself astir, let alone a mere misfit of an escort-angel.

Last year we had *Babe*, the engaging little pig and this year, by way of a successor, here comes *Paulie*, a motor-mouth parrot, who's perhaps less appealing as a character, but whose adventures offer even greater drama. The technique is the same, and the Paulie-puppet, or robot, whatever the right term may be, is particularly successful as regards eye movement and mobility in general – though feathers evidently present greater problems than a porker's bristles when it comes to suggesting that something living and breathing is wearing them.

Among the human cast Gena Rowlands briefly ignites the proceedings before passing on. "The cat got 'er," declares Paulie, this apparently being parrot-speak for the big check-out. (No sign of Nicolas Cage on this occasion). The ending is quite ingenious, exploiting the fracture of perception as between human-time, bird-time and movie-time.

– Bob Baker

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At Your Service



Calling Old Shipmates

Jim Youdan: Ex-CPO Jim is in the UK from Australia in the near future and wants to contact three old CPO shipmates, Roy Williams, Wally Chellis and Maurice Smith. Any info to Mr B. Youdan at 39, Rosemary Ave. West Molesey, Surrey KT8 9QE.

Raymond Tooke: Basil Eldridge is hoping to trace his old friend Raymond, who was discharged from the Navy on April 6, 1946 - they served together in North Africa. Contact Mr Eldridge at 22, Richmond Rd, Cambridge CB3 0LD, tel 01223 314236, or C. Pilkington at 39, Marlingale Close, Cambridge CB4 3TA.

HMS Newcastle's Kiwis: Ian Gibbard and seven other RNZN stokers were

loaned to HMS Newcastle for training between Sept 1952 and Feb 1953. Ian would like to hear from anyone who remembers them. Contact Ian at 5, Perritt Place, Stoke, Nelson 7001, New Zealand.

HMS Ceylon Association: is seeking shipmates from all commissions to contact R. Pratt at 33, Swaraton Rd, Havant, Hants PO9 2HH, tel 01705 472243 for details of reunions in April 1999 and May 2000 in Babbacombe, Devon.

HMS Loch Killisport: Soapy Watson is seeking crew of the first ship to sail through the Canal, under Capt Hathway, after the Suez Crisis. Contact Soapy at 4, Sanderson Place, Newbigging, Angus

DD5 3RQ, or tel 01382 370544.

South Wallians in the far East: Were you one of the South Wallians in Colombo/the Far East at the end of the last war? Several featured in a photo in the South Wales Echo along with F. Parsons - and he wants to hear from you. Contact him at 4, Arlington Cres, Cardiff CF3 9HN.

HMS Whelp: Jim Nunn would like to hear from anyone from 6 Mess (W/T) 1944-45 - contact him at 18, Knyvett Green, Ashwellthorpe, Norwich NR16 1HA, tel 01508 489442.

Jon Stocker is seeking some old friends from his Naval days, particularly MEM "Tommy" Tucker (HMS Charybdis 1976-77), RO Lee Cummins (HMS Hecate 1977-79), and brothers RO Keith and LRO Pete Daniels (Hecate 1977-79). Contact Jon by e-mail at karla@coastlink.com.au.

HMS Daring 1957: Andy Andrew would like to contact Best Man Rowland Stanford in time for his Ruby Wedding in September, also ABs Fred Doughty, Dick Hartly and John Caney. Tel 01963 32098.

HMS Nubian 1964-66, Communications Branch: Dave Millward is looking for LRO(T) Cliff Tidner, ROs Pete "Tall" Price, "Nolly" Court, Pete Fairchild and Paul Williams. Contact Dave on 01622 729692.

RN Signal School, Cookham Wood, Class 602, 1949: 18 National Servicemen were drafted to RNSS from HMS Royal Arthur to train as Signalmen, then on to the Fleet. Colleagues want to hear from Vic Barker, Joe Canavan, John Clayton, Ginger Harrow, Taffy James, Bill Pallett, Bob Taylor and Bill Townsend. Contact Harry Fox at Maroheto, Church Lane, Meriden, Coventry CV7 7HX, tel 01676 523296.

Over to You



Unknown sailor: Does anyone know who the man pictured above is? A reader found the photo in a book, *Very Ordinary Seaman* by Mallieu, at an RNLI coffee morning. If you recognise him, write to the editor's secretary at Navy News, HMS Nelson, Portsmouth PO1 3HH.

Fusee: This vessel went to the Royal Army Service Corps in 1939, and operated on the South Coast before being sunk off Land's End. Any details, contact Brian Searle, 33, Overcombe Drive, Preston, Weymouth, Dorset DT3 6GF.

RNAS Lenaboe: Does anyone remember an old wartime air base of this name just outside Peterhead in Aberdeenshire? Any information to Tug Wilson at 90F, Urquhart Rd, Aberdeen AB24 5NB.

Mulberry Harbour at Hayling: Pat Baxter is researching the history of Hayling Island for a sound archive, and wants to hear from anyone who can speak about wartime life on Hayling, particularly those who worked on the invasion barges or Mulberry harbour. Contact Pat at Hayling Island Library or on 01705 468952.

Atlantic transfer: Information is sought

on the transfer in the North Atlantic of FANY ambulance unit from Finnish freighter en route from Petsamo to Canada by British warship in July 1940. Contact Stuart Robinson on 01273 570814 (eve).

Second Battle of Narvik: Bill Sanderson wants to hear from anyone or see photos from Narvik, or anyone who recalls him as a diver in HMS Resource from Durban to Alexandria, and anyone at Suez in 1941, or HMS Canopus or Stag. Contact Bill at 4, Springfield Gdns, Keighly, W. Yorks BD20 6JU, tel 01535 609774.

HMS Cossack 1941: English-speaking Free French navy officer from the Commandant Duboc, which participated in the rescue of survivors from the Cossack in October 1941, seeks news of those survivors. Write to Etienne Schlumberger DSC, Tour Plein Ciel, 8, rue Emile Deslaurie, 75013 Paris.

HMS Chequers 1946-47: Mrs Betty Piddock has a photo album of a Mr Tom Williams, who is believed to have died seven or eight years ago, and contains pictures of him and crew aboard HMS Chequers. He may have run a pub called The Falcon in Babbacombe. Does anyone lay claim to the album? Contact Betty at

0116 270 6516.

HMS Dido 1940-43: Jack Skinner has produced a manuscript about the ship; if any ex-shipmates want to support his efforts write to 8, Hope St, Maidstone, Kent ME14 2TF, tel 01622 670015.

The Conscript: G.W. Cunliffe would like a copy of this book, by Carney Lake. Contact him at "Regate", Warrington Rd, Lower Ince, Wigan, Lancs WN3 4QS, tel 01942 864798.

Panama Canal: Clive Fennessey wants info on RN ships transiting the Canal, especially with photos, up to 1950. He has info on HM ships Hood, Nelson, Repulse and Renown, but wants to hear about other capital ships. Ring 0131 449 2920, or write to 93, Curriehill Castle Drive, Balerno, Edinburgh EH14 5TB e-mail Clive.Fennessey@btinternet.com

Andrew Stewart of HM Submarine Affray: Andrew was an AB Torpedoman aboard Affray, aged about 21, when she was lost. He was awarded a decoration, possibly the George Medal, before joining the boat. Any information about him - his brother is a family friend - to Ken Barker, 35, Anfield, Newhaven, Edinburgh EH6 4JA, tel 0131 552 5368.

Competition winners, July edition

MOBILE STYLE: Personal CD players - Peter Gibbard, Shanklin, IOW; Salim Amer Al Rahbi, Gosport, Mobile phone in-car kit - Leslie Burrows, Birmingham; S.E. Poole, Stroud, Hands-free kit - Mr F.I. Outlaw, Bradford; L. Spencer, HMS Middleton, Anti-radiation case - Dr Tamayo, Alverstoke; Mr I. Walker, Co Durham; Maureen Oxborough, Portsmouth; Mr E. Searle, Somerset. Waterproof phone case - Mr V. Tessier, Manchester; Christine Haines, Amesbury; David Scott, Huntingdon, Mrs G. Leigh, Maidstone. Phone alarm - Miss N. Lewis, Fareham; Mr G. Sharpe, Rosyth; Mr S. Barr, Malmesbury, Wilts; Mr T. Hall, Stanley Village, Derbyshire; Mr R. Crool, Ipswich; Mrs B. Burton, Purbrook, Hants.

THORNTONS: Year of Chocolate worth £95 - Mrs J. Tebbutt, Caldecote, Beds. Box of Continental chocolates - Mrs J. Badding, Hemel Hempstead; D. Harries, Gateshead, D.E. Barrett, Exeter; Mr T. Furness, Salcombe; J. Trachan, Angus; Mrs Allman, Blackheath; Mr M. Stroud, Worthing; Mike Napper, Clevedon; Sheila Cooper, Stirling; Mrs N. Moscrop, Bristol; Mr D. Ainsworth, Romford; Mr D. Evans, Waterloo, Wilt; Ford, Fareham; Mrs Mackenzie, Dundee; Mrs B. Williams, Gillingham; Mrs M. Newport, Oxford; Mrs Burge, Cornwall; Mr E.J. Jones, Vale, Gwent; Mr G. Sharpe, Rosyth; Mr G. Meaden, Broadstairs; Miss N. Lewis, Camarthen, Pembrokeshire; F.R. Turner, Mountnessing, Essex; Miss Huggins, Ecclehill, Bradford; John Dix, Gwynedd; Simon Penfold, Blackwood; Mrs M. Walton, Hanley Swan, Wrocs; Mrs T. Hopley, St Perin; Peter Edwards, Eton; Mrs A. Draper, Bracknell, Berks; Mr G. Richards, Blyth.

Reunions

SEPTEMBER

HMS Whimbrell 1943-46 reunion is at Warners Sineh Warren, Hayling Island on September 4-7. British Pacific and East Indies Fleet veterans attending. Details from George Fancett, 30, Parkfield Crescent, Middx TW13 7LA, tel 0181 751 3817.

HMS Burghley Bay 1946-54 reunion on September 5 in Peterborough, details from Rod Jenkins at 33, Paston Ridings, Peterborough PE4 7UR, tel 01733 751019.

HMS Wildfire II: Second anniversary of RNPS dedication of the minesweeping base at Queenborough, Kent - parade on September 6. See also RNPS Sparrows, October.

HMS Glory Association 1943-56 reunion at the RMA Club, Llanelli on Sept 18-20. Contact Peter Ward at 91, Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

OCTOBER

HMS Calder is holding its fourth reunion in October - details from Harold (Harry) Fine on 0181 455 9400.

TS Resolution and TS Emerald Swindon Sea Cadet Unit 60th anniversary reunion on October 2 at the Unit HQ, Upham Rd, Swindon. All ex-cadets, officers, senior rates and instructors are invited; details from Lt (SCC) Owen Curtis RNR, 6, Hillingdon Rd, Swindon SN3 2HE, tel 01793 497233.

HM Submarine Repulse 30th anniversary reunion is at Barrow-in-Furness on October 2-3. Contact Frank Scott on 01480 393228 for details.

HMS Highlander H44 reunion is at the Fernlea Hotel, 74, Gerard Rd, Moorgate,

Rotherham on October 2-3. Survivors of HMT Lancastria rescued by Highlander particularly welcome. Contact Ken Chaplin, 15, Great Eastern Rd, Hockley, Essex SS5 4BX, tel 01702 202725.

HMS Caledonia: Majestic Caledonia 1937-39 Boy's Association social weekend to be held at Morecambe on October 2-3. Details from Jim Duckworth, 87, The Hive, Runcorn, Cheshire WA7 6EE.

HMS Antrim Association reunion and AGM is at the Home Club, Portsmouth, on October 2-4. Contact Terry Bullingham on 0121 429 2428, or Dave Osborne on 01329 667571.

HMS Comus Comrades reunion is in Portsmouth on October 2-4. Contact Geoff Harper on 01302 708135 or Bryan Cox on 01903 232720, for details.

The Flagard Association reunion will be at South Parade Pier, Southsea, on October 3. Details from Don Murdoch on 01705 370662.

Invincible WOs and CPOs 82 Association reunion Ladies Dining in Night is on HMS Warrior 1860 at Portsmouth on October 3. Details from Tom Gisby on 01304 830481.

RNPS Sparrows: Reunion at the Sparrows Nest, Lowestoft, on October 3; parade and Service of Remembrance, and dinner dance at Ocean Room, Gorleston. Details from J. Dunn on 01502 586250.

Super-B Cruiser: All commissions, all lower-deckers; association formed May 1998,

reunion dinner October 3 in Gillingham. Details from ex-Stokers Fred Kinsey on 01223 871505 or Fred Cookbill on 01702 218067.

HMS Vanguard 1945-60 reunion is on October 3 in Walsall. Details from Mrs C. Harris, 19, Telford Close, Burntwood, Staffs WS7 9LQ, tel 01543 685099.

HMS Bruce Register AGM and reunion is in Scarborough on October 4-6. Information from Mr D. Heath on 0121 532 4058.

17th Destroyer Flotilla Association Shipmates from World War II O-class destroyers are invited to the AGM and reunion at the Home Club in Portsmouth on October 7. Details from John Fellows at 26, Souththorpe Rd, Blakedown, nr Kidderminster, Wores DY10 3JL, tel 01562 700873.

HMS Ganges Association annual Scarborough weekend is on October 9-11. Send SAE to Ivan Hayward, 13, Moor Lay, Birdwell, Barnsley S70 5RP, tel 01226 283384.

Stubbington House School: Once known as the cradle of the Navy, this historic school, which moved to Ascot, from Hampshire in 1962, closed last year after 156 years, but Old Stubbingtonian Simon Allen is keen to organise a regular Old Boys Reunion Dinner in London. The first is on October 15 - anyone interested should contact Simon on 0171 747 3236.

HMS Queen 1943-46 reunion is planned for October 16-17 at Leamington Spa. If your name is not yet on the list please ring Phil Rogers (SA) on 01423 504734.

HMS Illustrious Association reunion is

at the Grand Hotel, Llandudno, on October 16-19. Details from Colin Piddock at Moss Cottage, Ashbourne Lane, Chapel-en-le-Frith, High Peak, Derbyshire SK23 0PA, tel 01298 814472.

HMS Diomedea (F16) reunion is at the Holiday Inn, Leicester, on October 17. Details and booking form from Jim Fairlie at Netherby House, Huncote Rd, Croft, Leicester LE9 3GU, tel 01455 286480.

RN Beach Signals Section No 5 reunion is on October 18-21 at the Bramble Hill Hotel near Lyndhurst, details from Malcolm Robinson on 01643 705647.

HM Submarine Sirdar 1943-46 reunion is on 20-21 October in Bournemouth. Contact S.J. Davies at 26, Lestreil Cres, Salsdon, E. Sx BN2 8AR, tel 01273 305997.

HMS Ajax and River Plate Veterans' Association reunion is on October 22 at the King Charles Hotel, Brompton, Gillingham, Kent. Details from Jack Quintance, 10, George St, Harwich, Essex CO12 3ND.

14th Carrier Air Group, 804 and 812 Squadrons of HM ships Ocean and Glory 1946-52 reunion will be at the RMA Club, Leamington Spa on October 24. Contact Ken Lambert at 17, Walgrave, Orton Malborne, Peterborough PE2 5NR, tel 01733 234655.

RN Shipwright Artificers and Artisans Association annual dinner and dance is in the Guildhall, Portsmouth, on October 30. Further info and bookings through Larry Gorsuch, Flat 2, 46 High St, Old Portsmouth PO1 2LU, tel 01705 737107; Len Radice, 1, Farthingale Terrace, Peacock Lane, Old Portsmouth PO1 2TL, tel 01705 752211; or Jim Loveridge on 01703 848042.

HMS Ark Royal 1953-78 and all Devonport-based big ships senior rates' reunion is in the Warrant Officers and Senior Rates Mess, HMS Drake, on October 31 - open to all ex-Royal Ark senior rates and all who later became senior rates on the Ark, or similar flat-top ships. Details from Michael Bennett, 6, Launceston Close, Southway, Plymouth PL6 8DD, tel 01752 778432 (evenings and weekends).

■ Material submitted for this page should be brief and clearly written or typed.

■ Entries are free of charge.

■ Items cannot normally be repeated.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be a delay before items appear, due to the volume of requests.

■ Items pertaining to commercial work, books and publications for profit may be declined through lack of space - in such circumstances the advertising department can help with a paid-for advertisement; contact 01705 725062.

HM Ships Ark Royal 1938, 1954 and 1978. Author Neil McCart is compiling a book about the last three "Arks" which will be published in April 1999 and he would appreciate any memories and the loan of photographs/commission books from ex-members of ships' companies. Write 17 Wymans Lane, Swindon Village, Cheltenham, Glos GL51 9QA.

HMS BIRNBECK, WWII shore establishment, Weston super Mare. Author seeks information / reminiscences from anyone who served there, with DMWD, VERNON trials parties etc. Contact: Stephen Dent, 20 Kensington Court, Bath, BA1 6PS. Telephone: 01225 317402

Seeking submarine officers

THE Submarine Officers Life Members Association is seeking lapsed and new members. **SOLMA** is a focal point for officers past and present, and all qualified submarine officers of HM Navies are eligible for life membership subject to a one-off joining fee of £25.

This entitles them to attend the annual reunion dinner, attend with partners at the biennial Ladies' Day, bestows

temporary membership of the Naval Club, Hill St, London, and, when retired, to receive the annual SOLMA newsletter and to apply to join the messes of HMS Neptune and HMS Drake.

Anyone interested should contact the Secretary, Cdr J.J. Tall, OBE, RN, Director, RN Submarine Museum, Haslar Jetty Rd, Gosport, Hants PO12 2AS.

WERE YOU A BOUNTY BOY?

If you joined the Royal Navy from your local Sea Cadet Corps as a telegraphist or signaller under the "BOUNTY" Scheme we would be delighted to hear from you. We are an association of ex-Bounty boys who keep in touch with each other by quarterly newsletters and an annual get-together. (Scarborough in April 1999).

A warm welcome awaits you and maybe the chance to meet some oppo's of 50+ years ago! Please write or 'phone our Joint Secretaries:

S/M Jack Brown, 115 Eversleigh Road, London SW11 5UY 0171 228 7237
S/M Fred Pantou, 36 Kingsley Street, London SW11 5LE 0171 228 2379

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Just mark the box next to the **untrue** statement.

Which of these three statements is **NOT** true:

- ☐ HMS Victory is the flagship of the Second Sea Lord.
- ☐ The term 'destroyer' originates from 'torpedo-boat destroyer', the purpose for which these fast ships were originally designed at the end of the last century.
- ☐ A ship which was due to be named HMS Accrington Stanley was cancelled in 1831 when the football club was relegated from the Premier League.

If you can fill in this coupon as well as those in the next two issues you have a chance of winning the £1,000. The name of the winner will be selected at random from those who have given correct answers in the three editions. When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than **October 15, 1998**. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the November edition of *Navy News*. The first name drawn will receive £1,000. The judges' decision will be final. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

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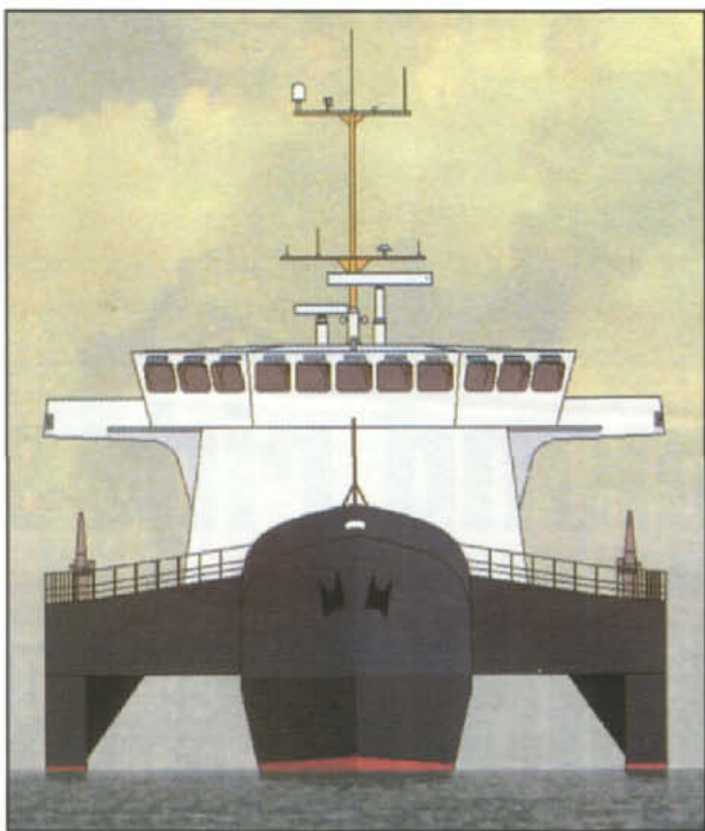
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Focus on an experimental warship of the future – and one of the past



● Shape of things to come – the Research Vessel Triton (above and below) is to be built by Vosper Thornycroft to establish whether the trimaran design could be used as a replacement for the Type 23 frigate in the next century. The two-thirds scale ship could eventually prove to be a forerunner of a new breed of fast, versatile front-line warships, as envisaged by the Defence Evaluation and Research Agency (right).



Three hulls could be better than one

Team recalls round trip

A NAVAL party which circumnavigated the Falkland Islands by hovercraft has just reunited after 30 years.

Six members of the Fleet Air Arm hovercraft trials team – Naval Party 8902 – met in Dorset to reminisce about their exploits in the South Atlantic.

The 11-man party, commanded by the then Lt Cdr Tony Cook, deployed with their SRN6 hovercraft to the islands in September 1968 and carried out a series of trials and exercises, culminating in a figure-of-eight circumnavigation of East and West Falkland between August 11-26, 1969.

At the time the Ministry of Defence was evaluating hovercraft for a number of possible uses.

The Naval Party's report at the time has a prescient ring to it.

"At the back of every Falkland Islander's mind is the very real fear of an Argentine invasion," it said. "This fear reaches a peak at the latter end of winter – a traditional time for past incidents."

With that background, the team set out to prove the hovercraft could operate away from its base at Port Stanley with minimum support, and to prove

its ability to carry a viable military force to the remoter outposts – thereby boosting islanders' morale.

The crew for the epic trip was Lt Paul Orchard (pilot), PO Shiner Wright (navigator), NAM1 Big Mac McNeill (crewman), AM1 Phil Adams (engineer) and LEM Spike Hughes (electrician), backed by a Royal Marines detachment of Cpl Conachie, Mne Prettejohn, Sgt Cox and Mne Hogg.

The rest of NP8902 who supported the circumnavigation were Lt Cdr Tony Cook, CREA Alf England, CPO Chippy Hodgson (shipwright), CPO Mac Macintosh, LAM Barney Halpin and NAM Hank Tanner.

With no possibility of rescue in case of accidents there were limits placed on the craft, in particular avoiding rough seas to reduce buffeting.

Two hoverways across land were used at Isthmus Cove and Lake Hammond to avoid exposed coasts, but the rest of the circumnavigation was by sea, including ports of call at Bluff Cove, Fitzroy and Goose Green.

Despite the "unqualified success" of the craft's performance, capability and reliability, it was not taken up by the Navy.

Paul Orchard, now Logistics and

DEFENCE scientists are to test a revolutionary new trimaran design as a possible replacement for the Type 23 frigate.

The Defence Evaluation and Research Agency (DERA) has announced that Vosper Thornycroft (VT) is to build a 1,100-tonne

demonstrator which will be used to establish whether initial findings with smaller-scale models are accurate.

VT had already carried out an independent research and development programme into trimarans, which confirmed that the design was worth pursuing.

There are three main advantages to the trimaran when compared to the tradition-

al long, thin single-hulled frigate:

■ There is 20 per cent less drag – the ship could achieve the same speed as current ships with less machinery or go faster with the same power;

■ The outriggers bring increased stability, allowing additional equipment fits during the ship's life and the ability to mount sensors higher, improving early detection of incoming missiles;

■ Increased upper deck space – by 40 per cent – offers more space for hangars, helicopters and weapons.

The outriggers also provide limited protection against sea-skimming missiles.

Provisionally named Research Vessel Triton, the ship will be 90 metres long with a beam of 20 metres and will be delivered in the autumn of 2000.

Trials should begin immediately, lasting until the middle of the next decade, and will cover everything from seakeeping and stability to engines and towed systems. Triton will have diesel-electric propulsion with independent side-hull propulsion, making it highly manoeuvrable.

The development has excited interest from overseas, and the US Navy has signed up to initial joint trials. Other potential collaborators include Germany, the Netherlands, Italy and Australia.

VT Chief Executive Martin Jay said: "We believe the trimaran could be one of the most significant advances in warship technology for many years."

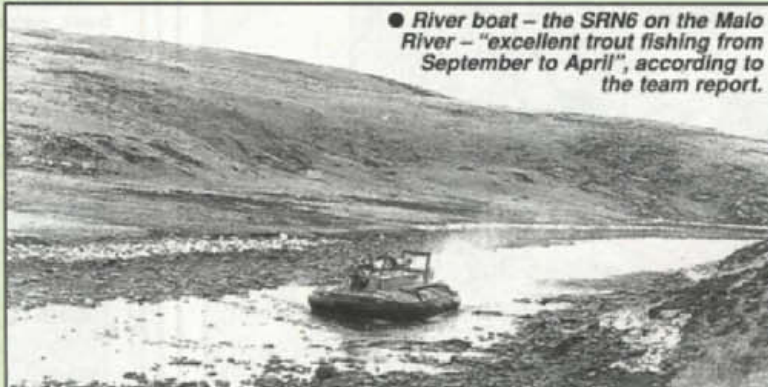
"VT's reputation for being at the forefront of ship design has been established through building vessels which have become world firsts. The RV Triton will be another prestigious addition to that list."

The £13 million craft will be built of steel, making it the largest craft of its type in the world, and it could be hired out or used for further research after DERA trials have ended.

The design also has possibilities for off-shore patrol vessels, fast amphibious support craft and commercial ferry work.

If the design wins approval, the first trimaran warship could be with the Navy by around 2010.

● River boat – the SRN6 on the Malo River – "excellent trout fishing from September to April", according to the team report.



Services Supervisor for BP's ETAP North Sea rig, was a Fleet Air Arm observer, and only became involved in hovercraft in the months before NP 8902 was formed, learning to pilot the machine at the Inter Service Hovercraft Unit in the summer of 1968.

"I thoroughly enjoyed that time – it was such a close-knit unit and very enjoyable, too," said Paul. He said there were only two problems of any concern in his 16 months with the hovercraft.

"On one trip a large piece of flotsam broke the front window and it flooded, so we sent out a Mayday but managed to get it on to the beach."

"And one time the gearbox failed, but I had had a warning when the oil pressure dropped and again managed to get it on the beach."

Paul said the closest Britain comes to the barren, treeless landscape of the islands is the Shetlands, but that the friendliness and warmth of the islanders more than compensated for the bleakness of their surroundings.

● At rest – the Falklands SRN6.



LONG LOOK DOWN UNDER FOR C-in-C

WHEN C-in-C Fleet Admiral Sir Michael Boyce paid a three-day visit to New Zealand last month this year's RN 'Longlook' exchange contingent was there to meet him at Devonport Naval Base, Auckland.

Left to right are: CCWEA A.G.Mawer (HMS Drake), CPOMW(O) A.S.Bainbridge (HMS Dryad), WO(WSM) P.L.Martin (HMS Neptune), AB(D) W.J.Holman (Southern Diving Unit 2), POW(TEL) T.J.Barnes (RNAS Portland), RNZN Chief of Naval Staff Rear Admiral Fred Wilson, Admiral Boyce, Lt C.S.Harding (HMS Sultan), POMEM(M) A.M.Grimson (RN Firefighting School), CPOMEA(ML) P.D.Burman (HMS Drake), CCMEA P.H.Byrne (HMS Drake). Absent from the group was LWPT J.T.Coomer (RNAS Portland).

Admiral Boyce succeeds Admiral Sir Jock Slater as First Sea Lord next month.



● A keen motorcyclist, Admiral Loughran was transported into Portsmouth Naval Base for the presentations on board HMS Richmond by Lt Malcolm Gardner, riding a Harley Davidson Dyna Wide Glide loaned by Dockgate 20 Motorcycles, Southampton. (See Motoring, page 36).

Richmond rides in on a twin tide of success

TYPE 23 frigate HMS Richmond has scored a double success in operational readiness. She has been awarded the Sopwith Pup Trophy for having the most operationally ready flight during 1997, and the Ultra Electronics Maritime Towed Array Efficiency Trophy for a similar achievement in passive sonar operation.

The trophies were awarded by Flag Officer Naval Aviation and Flag Officer Surface Flotilla respectively.

Most of HMS Richmond's programme last year was taken up in deployment on Exercise Ocean Wave.

She took part in a wide range of anti-submarine patrol operations and international exercises, including operations with the Royal Australian and Korean navies.

The ship was also chosen to escort HMY Britannia on her farewell tour of Britain.

The Sopwith Pup Trophy was presented to Richmond's Commanding Officer, Cdr Elliot Seatherton, by FONA, Rear Admiral Terry Loughran, and the other award by Ultra Electronics' director of sonars, Peter Enoch.

Historic sites open for one weekend only

HISTORIC Naval estates not normally open to the public will come visitors this month as part of a national Open Days programme sponsored by English Heritage.

Thanks to a strong effort by station commanders and the Defence Estate Organisation, more than ever are taking part on 12-13

September and, in London, on 19-20 September.

Pocket-sized magazines with times and booking arrangements are available now from libraries and Tourist Information Offices - some sites require pre-booking and numbers may be limited.

Detailed historic information on some of the sites is listed on the Ministry of Defence website address: <http://www.mod.uk/contacts/deo/opendays.htm>.

Among the Naval establishments taking part are:

Fort Blockhouse, HMS Dolphin; RN Submarine School, Gosport; HMS Excellent, Portsmouth; Fort Rowner, HMS Sultan; Institute of Naval Medicine, Alverstoke; War Memorial Hospital, Alverstoke; HMS Victory, HMS Warrior, Secret Dockyard tour, Portsmouth; RN College, Greenwich; DERA, Haslar; HMS Nelson; BRNC Dartmouth; Royal Hospital Haslar; RM Museum, Eastney; and Abbey Wood, where some of the Naval Support Command are based.

Plum gets a polish

ICE PATROL ship HMS Endurance has completed a maintenance programme by Fleet Support Ltd at Portsmouth before sailing to the Antarctic on October 21.

The major work involved replacing trunking and pipework for the ship's high volume air conditioning system and overhauling the sewage treatment plant.

Attention was also paid to the galley, the hydrophone fresh water system and in fitting a new distress and safety system on the bridge.

The 'Red Plum' is due to undergo a major refit next year.

● It was reported last month that an iceberg 35 miles long and 12 miles wide had broken free from the Weddell Sea and was heading towards some of the world's busiest shipping lanes. It was predicted it could travel as far north as Brazil before breaking up.

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UNFURLED: THE ENSIGN OF THE MVS



A NEW defaced Red Ensign – only the 35th in use worldwide – has been approved for the Maritime Volunteer Service by Defence Secretary George Robertson.

It carries the 'V and Anchor' logo designed by leading vexillographer Cdr Bruce Nicolls, president of the Flag Institute.

Of the total of these special ensigns, six are flown by UK public institutions such as Trinity House, RNLI and the Scout Association, six more by dependent territories and five by Commonwealth countries and provinces. The remainder have been granted to privileged yacht clubs around the world.

Said MVS HQ Secretary Anthony Harvey: "The MVS Red Ensign will accurately reflect the Service's aims in promoting maritime skills amongst local communities in ports and harbours all around Britain's coast."

Founded in 1994, the MVS was dedicated to maintaining Britain's maritime skills and passing them on to new generations, he said. Members came from a variety of backgrounds,

including former members of the Royal Navy and its reserves, merchant seamen – and many ordinary citizens with no more than a keenness to learn about the sea and its ways.

It had already established itself with nearly 50 units around the coastline of the UK.

"Their purpose is to give support to existing naval and civil authorities as needed – and so advance the awareness of the local community."

"To this end, it has recently gained the formal recognition of the Royal Navy, close co-operation with which is seen as contributing to the Government's 'New Deal' initiative by enriching the pool of training opportunity in the community and helping young people to get jobs."

● For more information on the MVS, call 0171 928 8100.

Divers go in at the deep end

NAVY recruits can now join the Diving Branch as direct entrants from the Service's initial training establishment at HMS Raleigh.

Re-introduction of direct entry is aimed at offsetting a shortage of volunteers from other branches of the Fleet.

The small branch is dedicated to a wide range of underwater tasks, including mine and explosive disposal – and its primary role is to supply personnel for mine countermeasures vessels and front-line diving units based ashore.

Candidates undergo a 15-week course at the Defence Diving School at Horsea Island, Portsmouth during which they are taught diving theory and practice – including ship's bottom searches.

Students also practise search and reconnaissance procedures at Weymouth, are taught basic mine warfare skills, and undertake a three-week deep diving phase – to a maximum of 60 metres – in Scotland.

The final phase of the training involves development of underwater engineering skills back at Portsmouth.

Candidates should be medically fit and must pass a five-day aptitude test at Horsea Island. For further information, ratings should contact the Course Officer, WO(D) Hughes at the Defence Diving School, ext 4173.

Bronington appeal

HMS BRONINGTON, berthed at Manchester Trafford Wharf, is looking for volunteers – especially electricians and mechanics – to help with her upkeep.

The ship is open to the public from Fri-Mon, 1-4p.m. Call Malcolm Coulson on 0161 877 7778 for details.

Opinions formed in Olwen

SHE IS the oldest vessel in the flotilla and her class is the last to boast traditional wooden decks – yet Fleet tanker RFA Olwen hosted the Royal Fleet Auxiliary's first-ever full participation in Staff College Sea Days this summer, writes *Brian Thomas* of the Marine Society.

As a title, Staff College Sea Days is something of an anachronism. Nowadays this annual event tends to be an opportunity for a selected bunch of people to be invited to spend a day at sea with the Royal Navy and witness a full programme of Naval evolutions – a sort of interactive Navy Days for opinion formers.

The RFA is usually involved to the extent of performing a demonstration replenishment at sea south of the Isle of Wight. This year was slightly different – for the first time Commodore RFA David Squire had invited 12 guests of his own, including myself and the Marine Society Chairman, Lord Greenway.

Before embarking the party was dined aboard the recently refitted RFA Sir Bedivere at Portsmouth Naval Base and early next morning taken to Horsea Island for the helicopter flight out to their mid-Channel rendezvous with the Olwen.

Once aboard, Commodore Squire outlined the global commitments currently undertaken by the 22 ships of the RFA. Key evolution of the day came with a RAS with HMS Invincible – a light jackstay transfer in which a young Wren was hoisted across from the carrier with both ships on a steady course at 15 knots and only 180ft apart.

Then there were anti-submarine demonstrations, embargo operations involving a detachment of Royal Marines landed on the flight deck and splash target bombing by Sea Harriers from the carrier.

The London-based Marine Society does much to fulfil the education, training and welfare needs of seafarers serving with both the RFA and Royal Navy – so for us this was a thoroughly worthwhile experience from which much was learned.

● Commodore RFA David Squire on board RFA Olwen with the Marine Society's Head of Education Brian Thomas (left) and Chairman Lord Greenway. (See advertisement on page 5)



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The GANG PLANK Club

CHAT PAD

WE ALL HOPE you enjoyed our big Summer Holiday edition. Did you find the treasure? And did you enter the competition for tickets for the Southampton Boat Show. We'll let you know the winners next month.

If you didn't win, don't forget if you are under 16 you can still get in free if you go with an adult. The dates are September 12-20 and it's held in Southampton's Mayflower Park.

Next month we will be checking out museums all over the country. If you have a favourite you would like us to visit let us know. Thanks for all your letters this month. We all hope that Lara Cooper is now better. She celebrated winning tickets to the Portsmouth Festival of the Sea by breaking her elbow. Whoops!

Liked your picture, Luke Morton. Jessica is going up to the juniors this month - good luck! Glad to hear Hayley O'Grady enjoyed her visit to Legoland, even though she crashed her Legoland car! Don't forget to enter all our competitions. They are good fun and you could win lots of goodies.

AHOY ME HEARTIES, we're just about ready to put to sea again and me trusty crew tells me you landlubbers are back off to your classrooms.

I think school must be quite fun, seeing all your friends again and learning from them there teachers. Me crew went to school and Jim was telling me all about his teachers. Do you have a favourite teacher? Are you a teacher's pet? Why don't you write and tell me who is your favourite teacher and why.

I wish I had been to school then I could understand all the clever things that Technocat, Suzi and Jim tell me about. Just the other day they were telling me about these 'ere yo-yo things with brakes and clutches, it fair made my head spin!

Can you do tricks with Yo-yos? Thank you all for coming to see me at the Festival of the Sea in Portsmouth, it was really nice to meet you, did you like me treasure map?



BOOK REVIEWS

Jim's reading corner

BEFORE GOING to sea again, Jim has been stocking up on his books, here are some of the new books he has picked:

The Monster Story-Teller by Jacqueline Wilson (5 to 8-year-olds).

One morning at school Natalie is feeling bored - until a tiny monster waves at her from a plant on the classroom window sill. The monster whizzes her off in his mini flying saucer for some monster fun.

The Speckled Panic by Hazel Townson (5 to 8-year-olds).

When Kip Slater buys truthpaste instead of

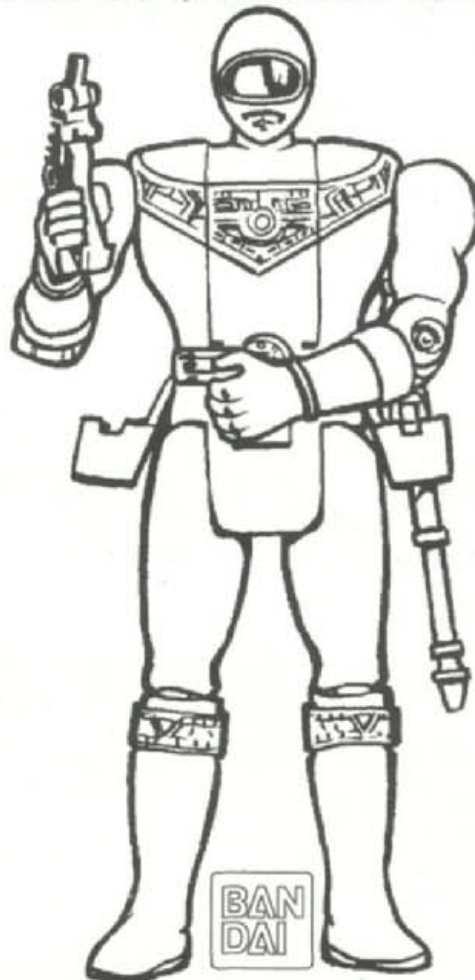
toothpaste he and his friend Herbie soon realise the sensational possibilities of the purchase. They plan to feed the truthpaste, disguised in a cake, to the guest of honour at their school speech day but unfortunately the headmaster eats the cake first.

Wicked! by Paul Jennings and Morris Gleitzman (9 to 12-year-olds).

An electrifying serial story in six parts (one for each week of the summer holidays) costing only £1 a book.

Jim found all these books at Waterstone's bookshops.

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Jolly Joke time

From Luke Morton:

* What animal needs oiling?
Mice - because they squeak!!!

* What game do the police play?
Cop Scotch!!

* When I was at school I was a teacher's pet. Why, couldn't she afford a dog?!!

From Jenna Wood

* Where do you go to see a prehistoric cow? A Moo-seum!!

* Why did the bald man put his head out of the window? To get some fresh hair!



September birthdays

Christopher Short, Robert Harper, Rebecca Langley, Kayleigh Redmond, Catherine Staines, Douglas Harris, Rosie Harper, Dean Morgan, Daniel Smith, Kevin Walters Herbert, Luke Blandpied, Shannan Marks, Matthew Olive, Ami Bennett, Kate Ross, Cameron Travers, Amy Pulfer, Gareth Davies, Samuel Vause, Luke Disney, Rachel Kelly, Zoe Allcott-Wells, Verity Taylor, Samantha Riley, Keaton Kerridge, Mark Carter, Nicole Stevens, Timothy Martin, Joshua Williams, Jordan Musker, Ryan Lawrence, Nicholas Ould, Robbie Rands, Derek Rosie, Sarah Slater, Charlotte Spark, Michael Ritchie, Vanessa Wright, Fiona Macloed, James Povey, Ete Dowling, Ronald Coates, David Harding, Richard Eldridge, Amie Windgrove, Neil Rooney, Patrick Connolly, Tom Newman, Hannah Griffiths, Benjamin Trevett, Thomas Hawkes, Jack Tyler, Ryan Houldershaw, James Hunt.

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And you could be one of the lucky 50



STEFANIE SAYS: Stuff your burgers and chips, let's hear it for —

What do sailors like to eat? Most of them are young people, many of them still teenagers. So surprise, surprise — it's burgers and chips!

As part of her two weeks' work experience with *Navy News*, Stefanie Coombs (15) went on board the assault ship HMS Fearless to talk to Chief Chef Ian 'Banjo' West:

WHAT IS THE MOST POPULAR FOOD ON BOARD SHIP?

Chips! And burgers, and other fast foods!

DO YOU TRY AND INTRODUCE MORE HEALTHY FOODS FOR THE CREW?

Oh yes — we plan a menu each week and we tell them what's good for them and what's not so good. There's always a choice — and we do our best to give them healthy choices.

ARE THEY POPULAR?

Not much! At least, not with the young lads. And we have a lot of young lads, 18 and 19 years old. But when they've been on board a while they realise it's very demanding work they have to do and then they tend to go for the healthier option and only have a burger occasionally — with chips, of course!

IS THERE ALWAYS FOOD AVAILABLE AT THE CANTEEN, OR ARE THERE JUST SET MEAL TIMES?

There are set times for breakfast, lunch and supper — and each has to be spread over one and a half to two hours so we can fit everybody in. This is a big ship with 500 people on board! When we are at sea we normally have Marines to feed too — and as they eat at different times the meals can sometimes spread over two and a half hours.

DO YOU TAKE SUGGESTIONS FROM THE CREW?

We've tried it — but it doesn't really work out because they all have different ideas and it would be too expensive as we are limited to how much we can spend on each person, each day. So we try our best to cover all the popular foods.

DO YOU CATER FOR SPECIAL DIETS — LIKE VEGETARIANS?

CHEESY HAMMY EGGY!

We like to find out as soon as they join the ship if people have special diets — because we don't want them to be on board for a week and for us to say, 'Why aren't you eating your food?' and then find out they were too frightened to tell the chef they were vegetarians! We have a vegetarian dish on every menu and we try not to repeat the same one.

ARE THERE MANY VEGETARIANS ON BOARD?

No — we've got about eight genuine veggies at the moment. But when we have a specially nice vegetarian dish suddenly we've got a lot more! There are lots of vegetarian meals everybody likes.

WHAT SORT OF PUDDS DO YOU SERVE? DO YOU MAKE YOUR OWN ICE CREAM?

We only serve sweets for the evening meal — there's not so much time at lunch. We normally have hot as well as cold ones — treacle pudding is very popular. And yes, we do make our own ice cream — but only about once a fortnight as it's too expensive to do all the time.

I'VE HEARD YOU HAVE SPECIAL NICKNAMES FOR SOME OF YOUR MEALS — LIKE 'WORMS IN RED LEAD' FOR TINNED SPAGHETTI?

The old names are slowly going out now. Beans in tomato sauce used to be known as BITS — so tinned herrings were HITS. We still have 'Cheesy Hammy Eggy' though — and it's still a big favourite. It's just cheese, ham and egg on toast. You won't find it in any restaurant — but I'm sure it would go down well,

● **Burger kings:** Stefanie Coombs inspects the main galley in HMS Fearless. With her are Chief Chef 'Banjo' West (left) and Chef Taff Powell.

so long as it was done just right!

DO YOU HAVE TO BE CAREFUL HOW MUCH FOOD YOU SERVE OUT?

Of course we do — otherwise we'd soon run out of things! We have to have rules laid down. With a joint of meat, for instance, we allow 40z for each portion. At sea with 500 people to feed we need to allow 600 rations to give us a bit extra. And the longer we're at sea the more careful we need to be.

IF YOU'RE ON A LONG VOYAGE, HOW DO YOU GET FRESH SUPPLIES?

What normally happens, when we go alongside in Portsmouth, is we get it from 'Bookers' — that's what we call the Navy's suppliers. The Chief Caterer, Jackson(Jacko) and I get together and talk about what we need — and we set a menu for four of five weeks in advance. Then they bring it all on board and we store it down below. And then we go back to sea and we can survive for up to 50 days without getting any more food from anywhere else. Fresh stuff, like fruit, will keep for up to three weeks. If we do need to get more food, which is rare, there is normally a ship to come along to stock us up.

HOW MANY PEOPLE DO YOU COOK FOR EACH DAY?

On average, if everybody turned up for breakfast, we would have 500! But not everyone eats every single meal. So for breakfast we might have 150. But lunch is very, very popular — and nearly everyone turns up for supper.

DO YOU DO SEPARATE MEALS FOR OFFICERS?

There is a separate galley, or kitchen, for the wardroom, which is where the 40 or so officers live and eat. Everybody gets the same food — but they might want a few extras for which they pay a bit more. The caterer gets £2 a day to feed each man — the officers get a little bit extra!

DO PEOPLE EVER COMPLAIN ABOUT THE FOOD?

Always! Sailors always do! You can put four or five choices down on the counter — I bet your mum doesn't! — and yet people still complain. We always look into complaints — but it's usually just a matter of different people's taste buds. At sea, if somebody gets a bit ratty, they always take it out on the chef. . . .



Here's Chief Chef West's recipe for Cordon Bleu 'Cheesy Hammy Eggy' — get together with your mum to serve up this favourite Navy lunchtime snack!

Ingredients: For 4 people
4 slices of bread toasted on one side
4oz Grated cheddar cheese
4 slices of ham
4 eggs
1 egg yolk to bind
Salt and pepper

Method:

- 1) Toast the slices of bread on one side and wait until cool.
- 2) Place the cheese and egg yolk in a bowl and mix together well. Add salt and pepper and bind until fairly stiff.
- 3) Place the slices of ham on the white side of the bread.
- 4) Spread the cheese mixture on top of the ham and bread. Cover the whole slice of the bread.
- 5) Grill bread under grill until brown. Meanwhile, fry an egg.
- 6) When cheese and ham is grilled until light brown, take away from the grill and place the fried egg on top.

Serving suggestion: Serve with chips!

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'See the ships, meet the men' celebrates 50 years

● Rosyth Navy Days 1979, with (left to right) HMS Hermione, Bristol, Ambuscade and Nubian.

Navy Days – de Brock's brainchild



Navy Days – of which the International Festival of the Sea at Portsmouth is a much expanded version – date back to 1927, when the C-in-C Portsmouth Admiral Sir Osmond de Brock, suggested that as an experimental exercise a few Portsmouth-based ships should be opened to the public, writes Roger Fry.

Primary aim was to raise money for Naval charities at a time when there were many war orphans, widows and disabled ex-sailors from World War I – but a smaller Navy with considerably fewer serving officers and men to support these charities through subscription.

The first venture proved such an overwhelming success that the following year Chatham and Plymouth joined Portsmouth in holding a 'Navy Week' – and to each venue the public flocked in their thousands, on foot, by charabanc, train and car.

At Plymouth, chartered trains arrived from London, the Midlands and Wales and even in those days 600 parked cars were counted on the parade ground at one time.

Admission was 5p adults, 21p children. Crowds were able to board battleships HMS Hood, the recently completed Rodney, Emperor of India and Iron Duke as well as a host of smaller ships.

Glorious was in the midst of conversion from cruiser to carrier and thus not open to the public – but the next year saw Rodney again, this time with

Renown and Tiger and, unbelievably, visitors were allowed to walk beneath (but not on) Rammilles, high and dry in a floating dock where she was refitting.

HMS Warspite, Eagle, Exeter, Cornwall, Newcastle and Gloucester were other ships open over the next few years and the practice continued throughout the 1930s. In 1934 82,246 people visited Plymouth, a record attendance which was not equalled until 1977.

The final Navy Weeks were held in 1938 and it was to be ten years before the first Navy Days in 1948 when crowds again queued outside dockyard gates, HMS Vanguard being the star attraction at Plymouth.

The wartime 'Warship Weeks' had encouraged towns and villages, cities and counties, corporations and companies to adopt a warship and at the same time raise money for new building – now the public had the opportunity to inspect its affiliations and purchases.

It is therefore no surprise that such an enthusiastic audience, which identified with the Services far more than it does today, continued to vote those Navy Days an overwhelming success. For the first time, the public was given the opportunity to capture the excitement, interest and camaraderie which, until then, had only been glimpsed on newsreels.

Here before it were dissected torpedoes, midget submarines, mines and human torpedoes. Ships mounted a range of guns from 15in to 20mm Oerlikons, Squid mortars, depth charges and all manner of assorted weapons and equipment which people from all walks of life had heard of but most had never seen.

'See the ships – meet the men' became the advertising slogan which to most people summarised the whole purpose and there were still sufficient war service matelots aboard ships to enthral listeners with their grisly yarns. Many of the warships – Amethyst, Illustrious, Starling, Sheffield, Tally Ho, Victorious among them – had become household names.

Of course there was also sadness – many of the names familiar to pre-war visitors were missing, not only as war losses, but due also to the annual escalation of post-war disposals. Still, some were revived in new building and other names resurrected from previous eras and the public continued to flock through the gates to see these 'modern' ships.

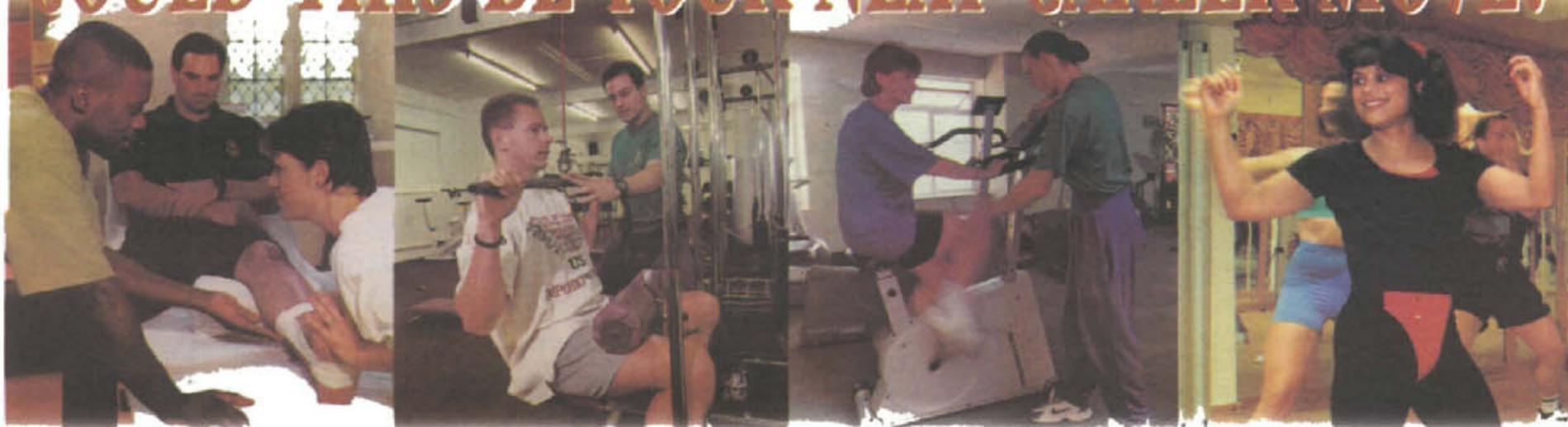
Thus, from the modest beginnings of 1927, several benefits had accrued – the Royal Navy was being seen to be discharging its PR obligations to the taxpayer in a spectacular fashion, although at the same time quietly sowing the seeds of recruitment for a time when the Defence Budget would allow a greatly enlarged entry, and Naval charities were undoubtedly benefiting.

The major beneficiary had by now become King George's Fund for Sailors to whom most of the receipts from admission charges and programme sales were directed. Even today, 50 years after the first Navy Days, there is no shortage of those dependent upon that charity's assistance.

Today also, the way ahead for Navy Days looks to increased co-operation with non-Service bodies – as with the Devonport experience in 1997 and this year's spectacular International Festival of the Sea at Portsmouth.

● The full version of this article appeared in the August edition of *Ships Monthly* magazine.

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For Harley heads and hooligans

BIKE TESTS by Les Gardner

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BUYING a Harley Davidson is not just acquiring a new bike, but a whole new way of life not for the coy – a Harley always becomes the centre of attention.

And no two are the same. With the bolt-on goodies and tuning to personal taste, every Harley is truly unique.

The Heritage Springer tested, courtesy of Dockgate 20 Motorcycles of Southampton, looked good, big and serious – except for the panniers and tassels which looked like a Red Indian had dropped a saddlebag over the seat.

The finish was to a high standard, though, and with white-wall tyres and masses of lights and chrome you can sit back and admire your reflection.

Low-slung with high-rise handlebars and footplates stuck out front – you instantly find yourself in a low-rider position as you sit in, rather than on it.

It certainly is a big bike, weighing in at 323kg and with a 1,338cc air-cooled V-twin engine giving maximum torque of 91 Nm at just 2,000rpm. With a Kevlar belt drive rather than a chain, it is low maintenance – and not needing lubrication means you don't get an oily mess on your leathers.

Another neat touch is that you can remove and pocket the ignition key after starting, so it doesn't jangle on the tank.

The throttle was responsive but acceleration is not what it's all about – it gathers momentum, rather. After I stopped trying to ride it like a high-revving Japanese bike and started riding it as a Harley should be ridden, short-shifting the five gears to use the torque, it was brilliant fun and I didn't want to get off.

It was a very comfortable ride. I normally drive a Japanese sports bike and there is no way I could ride that for six hours without a break, which I did on the Springer with no aches and pains afterwards.

And those leather cases – or Dougal bags as they were originally called – at the back were practical, with fronts of leather and backs of PVC for good protection in bad weather.

All in all, a great bike, ideal for cruising. At £13,820 the price is the same as an average family car – but retaining 85 per cent of its original value over three years is another big plus.

BIKE FACTS

MODEL: Harley Davidson Heritage Springer
PRICE: £13,820
TOP SPEED: 115mph
FUEL ECONOMY: 45mpg
INSURANCE GROUP: 15(Norwich Union)
WARRANTY: 1 year unlimited mileage
SERVICING: 2,500 mile intervals, costing £90 for minor services, £150-200 for major servicing.



● Ideal for cruising – the Harley Davidson Heritage Springer

BUELL's literature describes the Cyclone as "a hooligan's bike", for this £7,520 American machine has rock-solid handling and "a stonking powerplant with truckloads of torque".

For a 1200cc V-twin it had a deceptively muted growl and was very responsive. No matter what gear you were in it had muscle – there was torque there all the time, well into the rev range.

Literally, this 125mph bike could go as fast as you could hang on to it – because of the lack of bodywork the wind hit you square in the chest.

There were no nasty surprises or bad habits, and I found you really have the confidence to throw it about after the first roundabout.

The Buell concept is centralising the maximum mass as low and as close to the frame as possible, an extremely light but stiff frame making for tremendous agility and control, and minimising the unsprung weight for maximum grip.

First impressions were that the saddle felt high and narrow for my 5ft 9in frame – and it was weird to ride a bike with one clock in a very basic layout that made it seem more like a 125.

The handlebars seemed very narrow and the bike was overall



● The Buell Cyclone – "truckloads of torque".

very light, which at 197kg dry, it is. And it's no bike for a pillion, with no grab rails or "sissy" bars.

The front brake was fantastic. It could stop you on a pinhead without diving, although literally standing on the back one didn't seem to do a lot. And the suspension, working in extension rather than compression, was great, coping well with two very diverse rider weights.

It's the sort of bike that makes you want to hop it up on the back wheel and do tricks with it like a kid – but doing that will eventually result in oil from the gearbox filling up the breather which feeds oil

onto the rear wheel hugger!

BIKE FACTS

MODEL: Buell Cyclone
PRICE: £7,520
TOP SPEED: 125mph
FUEL ECONOMY: 40-45mpg
INSURANCE GROUP: 15 (Norwich Union)
WARRANTY: 1 year unlimited mileage
SERVICING: 2,500 miles, cost £90, major service £150-200

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IS it a car, is it a truck? No, it's both. The new Mitsubishi L200 double cab pick-up with all-wheel-drive is aimed at both the emerging lifestyle sector and the expanding commercial market.

There are two models, the L200 '4 Life' five-seater is aimed at those wanting a reliable and robust vehicle of character and capability to transport their lifestyle accessories, like a jetski or motorbike, while the L200GL has a different specification more suited to those wanting a work-horse.

Where the new models really score over ageing rivals is on pricing, with the GL at £17,670 including VAT and the '4 Life' at £19,195.

Although a different market place, pick-ups have long been king in the American market, easily outselling passenger cars, and Mitsubishi predicts that UK sales in this niche will more than double in two years as a follow-on from the peaking popularity of traditional 4X4s and MPVs.

Both the variants are powered by a 98bhp 2.5-litre inter-cooled turbo diesel engine with balancer shafts to cut noise and vibration, mated to a five-speed manual gearbox, with selectable two- and four-wheel-drive, high/low ratio transfer box, rear differential lock, heavy duty suspension and reinforced skid plate.

But the final drive gear ratio differs between the two models to cater for different customer use, the '4 Life' being more likely to clock up motorway miles. Both have a maximum payload of more than one tonne and can tow up to 2.7 tonnes.

To engage all-wheel-drive the vehicle is stopped and the transfer lever moved to 4WD, which locks the front wheel dif-

Lust 4 Lifestyle!



● The Mitsubishi L200 4 Life 2.5 Turbo Diesel.

ferential, after which changes between 2WD and 4WD can be made on the move at up to 62mph. The rear differential lock for difficult conditions can be engaged at up to 70mph.

Inside the four-door cab, the GL has cloth-trimmed seats, reclining in the front and a

three-person bench seat in the rear, while the '4 Life' has fabric and knit seats, and adds driver's airbag, central locking and immobiliser and features alloy wheels.

Accessories range from heavy duty rubber mats to air conditioning.

Both models, built on a galvanised ladder frame chassis, have a cargo bed 59 inches long and nearly as wide, the load bed and tailgate double walled for rust resistance, and a cab guard frame and folding ladder rack are standard, while the GL adds outer load-lashing

hooks.

They are also covered by a three-year/100,000-mile warranty, three-year pan-European recovery service and six years' guarantee against rust-through.

— Glynn Williams

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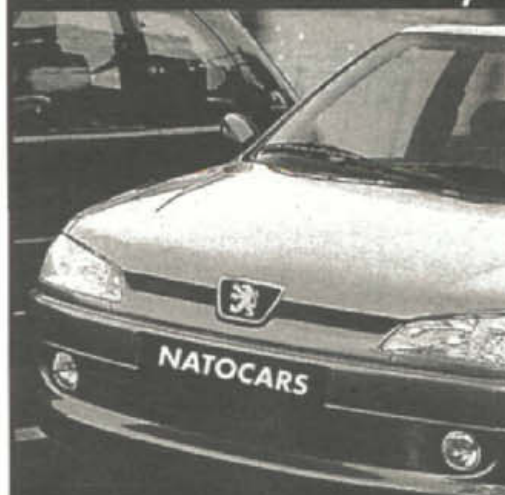
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Around the Branches

Golden day for Alfie and Eva

WAR VETERAN Alfie Pavey of Beccles branch, and his wife Eveline, were feted at a branch meeting where they celebrated their golden wedding.



Alfie and Eva Pavey with the plate presented to them by Beccles branch to mark their golden wedding anniversary.

Alfie and Eva, as she's known, were presented with a commemorative plate and congratulated by the branch vice president, Shipmate Joyce Jones.

Before he was married, Alfie served throughout 1939-45, experiencing a particularly eventful war as an able seaman AA gunner and diver.

He saw action in the Atlantic, Eastern waters and Mediterranean, serving on a variety of vessels from the battleship HMS Royal Sovereign to a tank landing ship.

In August 1940 he survived the sinking of the armed merchant cruiser HMS Dunvegan Castle, sent to the bottom by a U-boat in the Western Approaches.

Later he took part in the invasion of Madagascar while serving in the destroyer HMS Fortune, and then returned to the Mediterranean where, as a crewman in an LST was present for the Allied landings in Sicily and Salerno.

And at D-Day he was serving in the destroyer HMS Faulknor which took General Montgomery and his staff to Normandy.

In 1951, three years after he married Eva, he left the Navy for a job in telecommunications at Lowestoft.

Market Harborough

The high esteem in which the branch chaplain, the Rev. Eric Buswell, is held was reflected at the branch's annual service at St Nicholas Church which was packed.

Despite ill-health he was determined to conduct the service and was rewarded by the presence of so many friends who paid tribute to

Injured ex-Commando's run raises over £700

A FORMER Royal Marines commando, who was once told by doctors that he may never walk again after a back injury, has raised more than £700 for charity by completing the 26-mile London Marathon.

Shipmate David West, a former member of 42 Commando, was congratulated on his feat

by his branch, Bradford.

He had finished the course in six hours 22 minutes in aid of King George's Fund for Sailors.

Bradford's branch treasurer, Shipmate Don Williams, has retired after 26 years in the post, was presented with an inscribed 'sporan cup' - suitable for a back pocket to enable him to enjoy a quick tot.



him. The Address was given by the Rev. Bill Down, Assistant Bishop, former chaplain with the RAN and former General Secretary of the Missions to Seamen.

Redruth & Cambourne

Branch members joined in festivities marking Murdoch Day, celebrated annually in Redruth in memory of the inventor of gaslight. Among the stalls lining the main street was one manned by shipmates.

Brightlingsea

Members were given an illustrated talk by paramedic Roger Clarke who is a member of Essex Ambulance Service. They were told that the service depended on public and commercial appeals to meet its £50,000-a-month costs.

Littlehampton

Led by No. 3 Area standard, shipmates paraded to the Pier Head for a Sea Sunday service conducted by the Rev. R. J. Caswell. Sea Cadets of TS Sussex also took part in the parade for which the music was provided by TS Implacable's Sea Cadet band.

Before the parade returned to the Harbour Master's Yard - where the salute was taken by Capt Philip Sherwin RN (ret'd) - wreaths were cast on to the River Arun in memory of those who had crossed the bar.

Newton Aycliffe

To mark the branch's 50th anniversary members staged a recruiting and publicity drive from a stand provided by No. 11 Area. The effort resulted in many

enquiries and, to date, three new branch members.

The branch's long-serving secretary, Shipmate Tanzy Lee, has retired due to ill-health. He is succeeded by Shipmate Gwen Bailey, a former Wren.

Woking

Over two months, branch collectors raised £3,402 at supermarkets in Staines and Cobham. The money is in aid of the Star and Garter and Normandy Veterans Association Homes.

Hull

Branch members lined the streets to watch the ship's company of HMS Iron Duke parade after receiving the Freedom of the City of Kingston upon Hull. They later attended a reception hosted by the Lord Mayor.

The branch meets at 1930 on the third Thursday of each month at the BR Social Club, Anlaby Road.

Stockbridge, Deepcar & District

To mark its first anniversary, the branch invites all shipmates to a social at 1930 on September 19 at the Victory Club, Stockbridge to which all shipmates are welcome. Details from Shipmates Chris Knapton on 0114 288 4114 or Diane Trigwell on 0114 233 8982.

Johannesburg

Life certificates were presented for the first time after a parade to mark the anniversary of D-Day and the Falklands War. Recipients were Shipmates John M. Davies, founder member and vice presi-

Russians welcome Arctic war veterans

RUSSIAN Convoy Club members, Shipmates Paddy O'Grady (left) and Alfred Evans, were welcomed on board the Russian destroyer Bes-pokoyny when the ship visited Plymouth.

Alfred, a former Royal Marine, is a member of the RMA, while former RN rating Paddy is a survivor of HMS Foresight, sunk during the Pedestal convoy to Malta.

With them is Lt Cdr Volodya Belikov of the Russian navy.

dent; Derek Coop, former secretary; and William G. Keeble, founder member and president.

The meeting was attended by British Consul Nick McGinnes, and Mrs McGinnes. The British Air and Naval Attache, Cdr Leslie Sim presented the certificates.

VC's grave

Due to a misprint in a report that No. 3 Area were helping in the renovation of the grave of a Royal Navy VC winner, the officer was named as Rear Admiral Eric Gascoigne. He was, in fact, Rear Admiral Eric Gascoigne Robinson.

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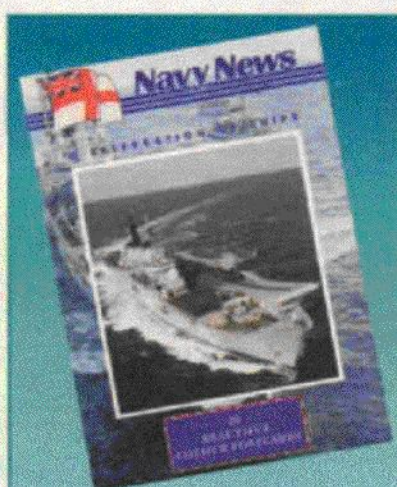
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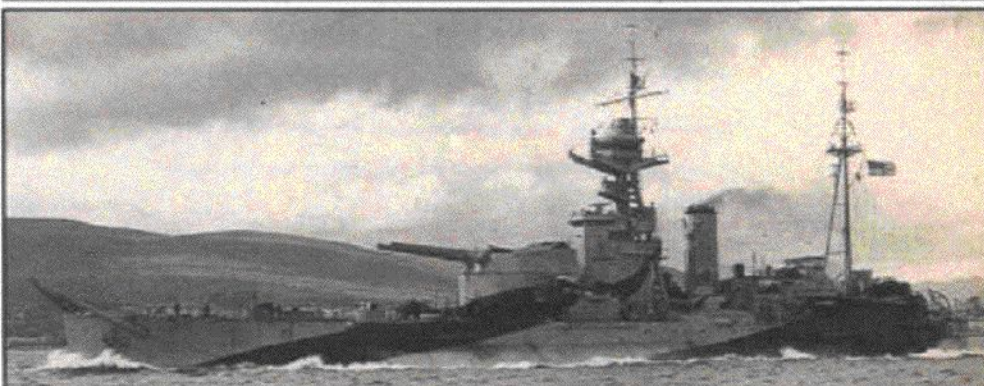
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PICTURE PUZZLE



WINNER of our competition in the July edition was Mr R. Gowan of Carnoustie, Tayside, who identified the mystery ship as the survey vessel HMS Owen (pictured in 1956).

She was designed as a frigate, launched in 1945 as the Thurso Bay, and later renamed Loch Muick before being laid up. She was completed in 1949 as HMS Owen.

Mr Gowan's reply was picked at random, and he receives our cash prize of £30. Another £30 can be won by identifying the ship in this month's picture.

Complete the coupon and send it to

Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted.

ed. Do not include anything else in your envelope; no correspondence can be entered into and no entry returned.

The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 43

Name

Address

My answer



Twenties veteran still reaching for the sky

WHEN 91-year-old former carrier pilot Norman Giles took a pilgrimage into the past, he got the red carpet treatment from the people concerned with preserving the tangible history of the Fleet Air Arm.

In Brief

SOUTHEND-on-Sea's annual Pearl Harbor parade and service will be held on December 6. Standard bearers and escorts who wish to attend should write to the branch secretary, Shipmate N. Summerhayes.

SOUTH BRISTOL branch has honoured founder member and former chaplain, Shipmate Syd Haines, with life membership.

AN INSCRIBED, cut-glass tankard has been presented to Shipmate Ted Hooley by St Austell branch, in recognition of his 12 years of service as editor of the branch magazine *Bosun's Call*.

AN INVITATION to shipmates is extended by West Bromwich branch which has an excellent club. Call 0121 553 5008.

TENBURY Wells has shared £150 between King George's Fund for Sailors and the RN Benevolent Trust, thanks to a street collection.

Shipmate Giles, a member of Weymouth branch, received the star treatment on a conducted tour of the FAA Museum at RN air station Yeovilton, a trip specially arranged between the Museum's Society of Friends and the RNA branch.

Older than most of the exhibits, Norman still reaches for the sky, recalling the days when he flew biplanes from the deck of HMS Furious in the 1920s.

Blackburn Darts

In fact, he was a member of the RAF, joining as one of Lord Trenchard's aircraft apprentices – originally called boy mechanics – at the age of 15 in 1922.

He later qualified as a pilot and – as the Naval air arm then depended on RAF aircrew – flew Blackburn Dart and Blackburn Ripon torpedo bombers from 1926-30.

He joined Imperial Airways when they launched their Empire flying-boat service to Singapore and East and South Africa in the 1930s, later returning to the RAF to serve in World War II, eventually retiring as a squadron leader.



● Veteran carrier pilot Norman Giles takes his hat off to the Fleet Air Arm Museum after being treated to a conducted tour. Behind him is a Blackburn Buccaneer jet, but Norman is far more familiar with another Blackburn aircraft – the Dart (picture top) which he flew in the 1920s.

Picture: Western Daily Press.

The Churchill way . . .

FLANKED by ex-Service standard bearers – including Shipmate Vic Everest of Cheshunt branch of the RNA – Winston Churchill MP unveils a plaque to mark the naming of Cheshunt link road after his grandfather.

The naming of the road as Sir Winston Churchill Way is part of a scheme by Broxbourne Council to commemorate the end of World War II. Other roads renamed by the council include Dahlia Close in honour of the Flower-class corvette adopted by the people of Cheshunt during the war.

Also in the picture are Pat Kemp, standard bearer of Cheshunt's Royal British Legion branch, and the representative of the Normandy Veterans Association.

Among those present for the official naming ceremony was Broxbourne's MP, Marion Rose, whose husband has served in the Royal Navy.

On June 20 Cheshunt branch standard was displayed at a Beat Retreat ceremony performed by the Life Guards at Haileybridge College. About £2,000 was raised for the Army Benevolent Fund.



Darford raises £4,263 in year

RNA President, Vice Admiral Sir Roy Newman, has praised Darford branch for its recruitment and charity work. He delivered the accolade when he and Lady Newman were guests of honour at the branch dinner dance.

Darford raised £4,263 through organising dances and RM Band concerts last year. In recognition of their work, bouquets were presented to branch secretary Shipmate Sylvia Cousins and social secretary Gwen Potterton. A tribute was also paid to band secretary Jim Brett.

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In brief

RN team wins Army league

A ROYAL Navy soccer team has won an Army league for the first time in its history, writes LPT Dick Treacy.

SNONI FC - Senior Naval Officer for Northern Ireland - beat 13 other teams to win the Northern Ireland Football Leagues for minor units.

The Navy side lost only twice all season, and reached the quarter finals of the Northern Ireland Challenge Cup, an event open to all major and minor units.

SNONI consider beating the Army in their own league is a major success, and they were helped in no small measure by WEM Crash Evans, top goal scorer, and LRO Pete Campbell, player of the season.

Press plea

THE RN Football Association needs a press liaison officer to work in conjunction with the Marketing Committee.

The job is open to anyone keen to help promote Navy football, prepare match reports for the press and other PR tasks. If you are interested, contact Lt Cdr Jim Danks, RNFA Secretary, on HMS Temeraire ext 22671.

Golf challenge

SIX blind golfers faced their greatest challenge as Navy News went to press - a competition at Pease Pottage Golf Club against five other teams whose members are all sighted.

St Dunstan's Golf Club will play a team from RAF Coltishall, a mixed ex-Service team, two invitation teams and their own guides.

The members of the St Dunstan's Club all lost their sight while serving in the Army, Navy or Air Force.

St Dunstan's was founded 83 years ago to care for men and women blinded in the First World War, and now helps 2,700 people.

Keeping count

ROYAL Navy Cricket Club secretary Lt Cdr Jim Danks had the honour of being scorer for the Rest of the World against the MCC in the Princess Diana Memorial Match at Lords.

Friendly star

A PRE-SEASON friendly saw POPT Steve Riley of HMS Temeraire voted his side's player of the match when Bashley lost 3-0 to Premier League Southampton.

England cap Matt Le Tissier was deemed the Saints' best player, and Steve shared the limelight with Le Tissier after the match, both players signing autographs for the supporters.

On your bikes

The Inter-Service Mountain Bike Championships will take place at Checkerdon, near Reading, on September 12 and 13.

Take charge

A TWO-DAY course in Basic Netball Umpiring and Level 1 Coaching will be taking place at HMS Temeraire in Portsmouth on October 5-6.

The course is open to all Service personnel free of charge. For more information, contact LWPT Walker on Temeraire ext 24151.

Last-gasp strike seals fifth consecutive win for Navy



● Taking the lead - Navy team captain the Prince of Wales.

Polo team leave it late

THE ROYAL Navy polo team chalked up a fifth consecutive victory over the Army in the Rundle Cup - but had to fight all the way for their win.

On a sunny afternoon at Tidworth in front of 3,500 spectators, the Navy took an early lead when Lt Adrian Aplin picked up a long pass from Cdr Richard Mason and slotted the ball home.

The Prince of Wales, captain of the Navy team, doubled the lead from a penalty shot, but the Army pulled one back in the second chukka, despite ferocious marking by Capt Peter Cameron RM.

The Navy maintained a degree of control, but spurned a number of attempts at goal and paid the price when the Army levelled the scores with only 30 seconds left, paving the way for an extra fifth chukka with

widened goals.

Excitement mounted during extra time, with both teams going close, but an Army foul just before the end gave the Navy the opportunity to set up a final attack.

Prince Charles knocked the ball into the Army goalmouth, enabling Cdr Mason to score, wrapping up the narrowest Navy victory in recent years.

Prizes were presented by The Honourable Mark Vestey, chairman of the Hurlingham Polo Association, and Humayan Mughal, of sponsors Akhter Computers.

Cdr Mason won a special prize of a polo saddle from Polo Quarterly magazine for services to Combined Services polo.

Part of the proceeds of the day were donated to a local charity, INSPIRE, dedicated to rehabilitation of those with spinal injuries.



● Close competition - Navy and Army players converge on the ball.

Highland success for Danny



● Hard run - Lt McCabe during the race.

FIRST-TIME runner Lt Danny McCabe beat the odds to finish strongly in the gruelling West Highland Way race.

Danny, System Engineer to FOSM, put in six months of arduous training for the 96-mile ultra race, which started north of Glasgow and ended at Fort William.

Of the 48 competitors who set off at 3am on the Saturday, Danny was one of only four who had not competed before.

But extreme weather - scorching sun and heavy overnight rain, whittled the field down to 19 finishers, with only four under 24 hours - one of whom was Danny, who came fourth in 23 hours 11 minutes.

Fencers make their point

ROYAL Navy fencers made their point by dominating the individual competitions at the Inter-Service Fencing Championships, writes Lt Cdr Adrian Olliver.

LAEM Mark Needham (RNAS Cudrose) won the Sabre, Mne Alistair Baker (RMR London) took the Epee, and Lt Cdr Olliver (SM2) was second in the Foil. Mne Baker has been picked for Scotland in the Commonwealth Games.

In the Champion-at-Arms competition Lt Cdr Olliver tied for top spot, but was placed second after a countback of weapon places.

In the ladies' competition, Lt Cdr Maggie Meyers (HMS Vivid) was second in the Foil, and in her last year of Service fencing won the Master Swordsman title.

Other successes came in the Secondary competitions, with POWETS Louise Olliver (HMS Drake) winning the Epee and coming second in Foil and Sabre, and Lt David Scopes (RNAS Yeovilton) winning the Sabre.

Navy fencers took 12 medals but the teams fared less well, with only HMS Drake finishing second in the three- and six-man competitions.

Tom is on target in final meeting

IN WHAT may be his final appearance at the Services Skill-at-Arms meeting at Bisley, WO2 Tom Sands won the Queen's Medal for the third time writes Lt Cdr Graham Jolliffe, RN Rifle Association secretary.

It was the second consecutive success in which Tom, from CTC Lympstone, had demonstrated the marksmanship skills which have seen him represent both the Royals and Great Britain.

Within the RN there was an exciting climax to the Service Rifle Championship, with CPO John Crawford (845 NAS) clinching the title from Lt Sam Donnelly (HMS Sultan) on the final shoot.

Sam, in her first Navy Skill-at-Arms meeting, had the consolation of taking the RN Tyro title, with the junior version going to AEM Bomber Brown of RNAS Portland.

Cdr Ian Danbury (FOST) took the Service Pistol Championship by four points from CPO Crawford, but the senior rating's performance earned him the RN Champion at Arms title.

Air Command, led by CPO Geoff Kendall, proved the dominant team, losing only one trophy to Portsmouth, who, with Plymouth, must hope for better fortunes next year.

Windsurfers tilt at title

THE 1998 INTER-Service Windsurfing Championships will take place at RAF Valley next month.

The championships themselves are scheduled to take place between October 17-18 and October 24-25 at the RAF establishment in Anglesey.

An advanced windsurfing course will also take place at the same location between October 19-23.

For more information contact POPT Randle on HMS Temeraire ext 24151.

Tennis women storm to victory

FOLLOWING in the footsteps of the victorious Inter-Service B Team earlier in the year, the RN Women's A Team stormed home to win the Inter-Service Championships in grand style, conceding only one in 12 matches in the process.

The RN team started the two-day event at the All England Lawn Tennis Club at Wimbledon in convincing fashion, with the Navy number one (WSTD Maria Parr) and two (POWPT Jeannie Bone) record-

ing straight-set wins in their singles against strong Army and RAF players.

Third-string Lt Cdr Carolyn Crumplin also won twice, the second being a thrilling three-setter against the RAF.

With six out of six on day one, the Navy began the second day by clinching the championships in the first round with RN second pair Maria Parr and LWSA Di Lloyd beating the RAF in straight sets and third pair Lt Kate Garland and WO Nickil Hudson winning in three sets

against the Army.

Further wins followed for Lloyd and Parr and Bone and Crumplin - twice - and only a narrow defeat for Garland and Hudson failed to clinch a clean sweep for coach Andy Privett.

Flushed with success for the first time since 1992, the team is now preparing for a tour of South Africa in the autumn.

New players are always welcome - contact the RNWSO on HMS Temeraire ext 23958.

Lou takes control at hockey club helm

UNITED Services Hockey Club Portsmouth has elected a woman as club captain for the first time in its history.

Chief Wren Lou Oram, of HMS Collingwood, is already getting the club into shape for what promises to be another hectic season, running eight teams including men's, women's, veterans' and mixed.

USHC are also active sponsors and hosts of some of the most prestigious hockey events and festivals in the South, including Hampshire Day and Non-Ts Tournament.

There are also tours at home and abroad.

The club is always keen to introduce new blood, so for players, umpires, coaches, or people who just want to get involved there is an open Club Day for newcomers and members preparing for the new season.

Even if you can't commit yourself to regular appearances, register your interest on Saturday September 5 at midday at Burnaby Road.

For more information, call Lou at HMS Collingwood 2642.

RN tickets scoop the prizes

THE 1998 Tri-Service rugby draw has raised over £11,000 towards support of the Royal Navy, Army and Royal Air Force Rugby Unions.

Sponsored by defence contractor BAeSEMA, the draw itself was performed at the Tower of London by First Sea Lord Admiral Sir Jock Slater - who managed to pull three dark blue tickets from the drum.

He was excused by the fact that the Navy sold more tickets than the other branches; the Senior Service sold 5,000 tickets, the Army 4,000 and the RAF 2,000.

The winners of the top three prizes were:

First prize - two tickets to the New Zealand vs England match in New Zealand, including travel, accommodation and car hire: Lt Cdr Tony Healy, HMS Warrior.

Second prize - two tickets to the England vs France match next year at Twickenham, including accommodation: Judith Purdham, FOSM.

Third prize - two tickets for the England vs Scotland match at Twickenham next year: C. Grimes.

BAeSEMA were said to be pleased at the success of the draw, and will be continuing its sponsorship.

Admission free to rugby game

THE COMBINED Services rugby league team is playing the Rugby League Conference side - and admission to the match is free.

The match will take place at the United Services Ground, Burnaby Road, Portsmouth, on Saturday, September 5, starting at 6pm.

This will be the first time the Services XIII have played the conference team.

Sport



● Cpl Dave Bonsall RM at the Inter-Services Decathlon Championships.

Dave sets sights on Olympic Games

THE ROYAL Navy has the first champion decathlete for a decade – and he is setting his sights on higher prizes.

Cpl Dave Bonsall, of HORM, won the Inter-Service individual title at RAF Cosford, the first from the Senior Service since Sgt Stu Gibbs in 1988.

His performance was all the more remarkable as he has only been competing for two years, and has found training a problem.

But when it really counted Dave showed his worth – six personal bests in the ten events over two days, and a total of 6,265 points.

"I still have much more room for improvement," said Dave.

"Hopefully, with the coaches I now have I will achieve enough points next year to gain a short-list position for the Olympic Games in 2000."

RNAA secretary Lt Cdr Lamshead agreed: "Dave Bonsall is very much a raw talent."

"He can, given time to train, easily reach another 1,500 points, which will fire him into the top half a dozen in the country."

Surf's not up ...

A SUMMER surf competition at Sennen Cove was scratched because of small waves – but conditions proved ideal for the beginners coaching weekend, staged at the same time.

Organisers were pleased with the interest shown and plan a further course at the same venue on October 17-18.

The RN/RM team showed what the beginners could be aiming for when they clinched fourth place in the British Inter

Stern test at stormy Sherwood Forest

THE COURSE at Sherwood Forest Golf Club proved a stern test for Navy and Civil Service golfers in their annual tussle, writes Cdr Gary Sklenns.

The Civil Service emerged as 9-6 winners, but the Navy had fought back strongly in the afternoon singles.

Gale-force winds and driving rain made conditions difficult, and the Navy only achieved one win (C/Sgt Bill Parker, 847 NAS, and CPO Bill Sinclair, HMS Neptune) in five games.

With the rain easing off, the Navy inched their way back, with MA Scott Gilbert (CTCRM) seeing off the opposition number one on the final green – an exact reverse of last year's game – and Cpl Nigel Small (Comacchio Gp RM), WEM(R) Alistair Westbury (Commcen Whitehall), Bill Parker and CPO Gavin Duncan (HMS Neptune) also scored wins.

The following have been selected for the Navy in the Inter-Services Championships at Saunton on September 20-24: CPO Eddie Comerford (HMS Caledonia), Gavin Duncan, Scott Gilbert,

Cpl Chris Graham (RMR Bristol), Lt Guy Norris (810 NAS), Bill Parker, Nigel Small, LAEA(R) Terry Taylor (HMS Sultan), Alistair Westbury and Cdr Ian Yuill (AFPA HQ) as team captain.

More than 90 contested the RN Divers Golf Championships at Southwick Park.

CPO Wheeler retained the top prize with 150 over 36 holes, with Commodore Richard Moore ending two behind.

Other winners included CPO Southwell, Lt Wilson, AB Bailey and Lt Payne – and £300 was raised for charity.

Navy fail in title bid

A LACK of runs from middle-order Navy batsmen allowed the Army to retain the Inter-Services title at Burnaby Road, writes Lt Cdr Jim Danks.

The opening day saw the Army (182-4) beat the RAF (180-7) by six wickets.

The Navy, having won the toss,

began brightly against the RAF, reaching 44 for 1 in the 12th over, but a collapse saw the middle order dismissed for 32 and the Navy at 112 for 7 with 11 overs remaining.

But Lt Cdr Piers Moore (56no) and skipper Lt Cdr Chris Slocombe (26) saw the Navy to a total of 172 all out.

In reply, the RAF had reached

37 when AB Steve Miles captured the crucial wicket of SAC Mark Bray, well caught by wicketkeeper Mne Tim Burt.

Navy bowlers, initially led by Miles and Lt Dave Pinder (ten overs for 25), put the brakes on.

Andy Proctor took 1 for 14 in ten overs, and at 120 for 8 only Sgt Glyn Lumb stood in the way, but he skied a catch to Burt and the Navy went on to win by 34 runs.

This Navy performance was probably the best of the season, with all bowlers playing their part backed by keen fielding.

The Navy was put in by the Army in the decider, and a sparkling open stand of 84 by Tim Burt (48) and Maj Richard Waller in 21 overs was followed by 23 from Championship debutant WTR Chris Potter, but in trying to push the score along the Navy lost vital wickets, the exception being Mne Sean Needham, who made an excellent 60 from 77 balls.

The Navy total of 213 for 9 looked 30 or 40 runs short of what could have been with such a fine

start, and so it proved when the Army made 130 for the first wicket, the Navy bowlers failing to find the form of the previous day.

Despite dismissing skipper Chris St George cheaply, the Army cantered to victory by six wickets with more than three overs to spare.

It was a disappointing performance from an experienced squad in front of a good-sized home crowd, and more runs from the middle order would have seen a more convincing win over the RAF and put the team in a position to achieve victory over the Army.

Results:
Royal Navy 172 (P. Moore 56*)
RAF 138
Royal Navy won by 34 runs.

Royal Navy 213 (S Needham 60)
Army 215-4 (S. Hole 71)
Army won by 6 wickets

The following were selected from the RN/RM to join the CSCA tour to Zimbabwe this month: Lt Cdr Ray Holyer (umpire/physio), Lt Cdr Piers Moore, S/Lt Peter Andrew, AB Steve Miles, Mne Tim Burt, Mne Sean Needham, Mne Andy Proctor.



● Runmaker (above) – Mne Tim Burt plays the ball to backward point on his way to 48 against the Army.
● In the air (right) – Maj Richard Walker RM watches as Army keeper Keith Ford tries to gather.

Pictures: L(PHOT) Mark Hipkin (FPU).

Runs hard to get

THE NAVY found runs hard to come by against Middlesex U19s at Portsmouth, but a partnership between Andy Procter (56) and Piers Moore (37no) helped the side recover from 102-6 to 218 all out.

Despite excellent bowling from Cpl Andy Hurry (1 for 25 in ten overs), POMEA David Garbutt and the spin twins of Mne Greg Owen and Andy Procter, the U19 team, with 78 required from the last 60 balls, ran well and batted

aggressively, scoring four off the final ball to win by three wickets.

RN 218 (A Procter 56)
Middlesex U19 220-7
Middlesex won by 3 wickets

It was a similar story against CCC U25s on a very hot day, with the Navy struggling to 46-2 after 25 overs. Andy Procter and Andy Hurry saw the total through to 172, and it looked grim when CCC U25 coasted to 74-2 off 20 overs.

Pressure bowling restricted CCC to just 37 in 20 overs, and batsmen started taking risks.

But with 55 needed off seven overs, and just four wickets in hand, the batsmen struck out and won with two balls remaining.

RN 172 (Procter 47)
CCC U25 175-6
CCC U25 won by 4 wickets

The Combined Services side, featuring a number of Navy cricketers, lost to ECB U19 by five wickets, with good performances by Steve Miles and Tim Burt.

A tame draw was the result against MCC; despite a sporting declaration too few runs early on left too great a target in the last overs.



The heat is on

HMS CORNWALL, on deployment off West Africa, put out a ladies' soccer team to face the local side in Luanda, Angola.

Despite a spell of training by the male footballers in the ship, and good defending by OM Denise Waggot, OM Angela Wilcox's plucky team lost 5-0 to strong opponents.

Good haul for charity at fishing match

A GOOD day's sport and a good haul for charity were the results of the tenth annual Naval Air Command's coarse fishing competition at Shearwater Lake in Wiltshire.

The fish were feeding throughout the day, and a selection of small carp and skimmer bream were caught by the 22 competitors.

The eventual winner was K. Thompson, of Yeovil, weighing in with 28lb 15oz, K. Jelbert of Culdrose was second with 28lb, and P. Diamond of Yeovil third with 26lb 13oz.

Nearly all competitors used feeder tactics with either meat, maggot or sweetcorn as hook bait.

The NSPCC benefited by £1,550 from the event, organised by Lt Cdr Mike Martin of RNAS Culdrose, with top individual sponsorship of £400 being raised by B. Lee.

This brings the grand total for the ten years to more than £26,500.

For further information on the event, contact Lt Cdr Martin on 01736 763578 or 0410 667337.



● Gone fishin' – Keith Jelbert of RNAS Culdrose.

Eight RN athletes in Services colours

EIGHT Navy athletes competed in the Combined Services team against Achilles AC and Warwickshire, with seven gaining their first CS vests.

Dave Bonsall (HORM) registered a fourth in the pole vault and sixth in the 100m while Damien Todd (CTCRM) finished a close fourth in both the 400m and 110m hurdles.

Jon Roberts (RMSM) came second in the high jump and Andy Cureton threw well to finish fourth in the javelin.

Belinda Fear (Culdrose) came fourth in the 1,500m, and Tim Watson (RMSM) was just beaten in the 3,000m steeplechase.

Micky Breed, after a tricky journey from Gibraltar, finished fourth in the 800m and Zoe Hambly (Faslane) ran second in the 100m and fourth in the 200m.

The men's team won their match, while the ladies were a close second to the county team.

RNAC struggled with a small team in the Southern League Division Two event at Harrow, and despite only fielding 17 athletes because of other commitments still managed a creditable fourth place.

Once again Dave Bonsall proved a tower of strength, and without his sterling efforts all season the club would surely be facing relegation to Division Three.

The result leaves the RNAS 18th overall, and they should stay up with a stronger team and good support in the home fixture, which features league leaders Belgrave.

HMS Collingwood took on the Blandford Army Camp in a recent fixture marking the relationship between the two establishments.

Blandford proved the stronger, winning by 160 points to 114.

George Roper (HMS Heron) continued to show excellent form in another high quality British Milers Club 3,000m at Cardiff, when he took fifth place in a time of 8min 28sec.

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Services praised over racial reforms

PROGRESS on racial issues in the Armed Services has won praise from the Commission for Racial Equality.

In an initial comment on the Ministry of Defence's five-year plan to combat racism in the Services, a CRE spokesperson said: "There is no doubt the Armed Forces have made achievements over the past 12 months." She said internal processes had been put into place ensuring that complaints about discrimination were treated seriously.

The Commission will now examine the report thoroughly and are due to produce a more detailed judgment in March, marking the first 12 months of the Services action plan.

Meanwhile, the Royal Navy is to be one of the main sponsors of one of Britain's biggest events in the Asian calendar - BBC Network East *Live Mela Mega*. The show, at NEC Birmingham on November 27-29, focuses on Asian fashion, cookery, film, music, sport, entertainment and careers.

Minehunt sub is held for salvage

ONE of the Royal Navy's remote-control submersibles is being held by a Cornish fishing boat owner demanding a salvage payment for its return.

The submersible - designed to locate mines - was being used by the minehunter HMS Cramer to survey the wreck of the sunken trawler *Margaretha Maria* on behalf of the Marine Accident Investigation Branch. The Cornish trawler sank last November in the Bay of Biscay.

The yellow-painted submersible became snagged on the wreckage and had to be cut free. It was later found floating and recovered by a trawler owned by John Leach.

A Ministry of Defence spokesman said MOD would consider any salvage claim submitted.

■ Fishery protection ship HMS *Guernsey* towed a trawler, the *David Helen*, 50 miles to safety at Plymouth on August 17 after the vessel had lost power in busy shipping lanes.



First HMS Grimsby to be launched since World War II

HMS Grimsby, Britain's eighth Sandown-class minehunter goes down the slipway at the Vosper Thornycroft shipyard at Woolston, Southampton.

Launched by Mrs Candy Blackham, wife of the Deputy C-in-C Fleet, Vice Admiral Jeremy Blackham, Grimsby is the third ship of an improved Batch II of the class, the first of them - HMS *Penzance* - being launched in May last year.

Grimsby is the first Royal Navy ship to bear the name

since 1941, when the sloop HMS Grimsby was sunk by Italian aircraft off Tobruk. Previously, the only RN ship to bear the name was a trawler requisitioned for the 1914-18 war.

Among the guests at the launch were the Mayor and Mayoress of North East Lincolnshire Council and veterans of the wartime Grimsby. Also there was the ship's Commanding Officer designate, Lt Cdr Tim Lewis, and the Controller of the Navy, Rear Admiral Peter Spencer.

Explosive was leaking from wartime relic

DIVE TEAM HEAVE BOMB TO SAFETY

A FOUR-MAN team of Royal Navy explosives experts manhandled a 250kg wartime bomb to get it to a safe distance from surrounding buildings near the Plymouth waterfront site where it was found.

Led by CPO(D) Mark Holroyd, the disposal team from the Southern Diving Unit based at Devonport gingerly moved the German bomb 25 yards to a point on the shoreline where it could easily be dealt with.

"Using our winch and gantry we moved it in stages, and obviously very slowly, to a jetty below high water mark," said Chief Holroyd.

Dangerous

"The bomb was in bad condition and explosive was leaking out, which made it more dangerous. The fusing system had been damaged when it hit the ground which ruled out an option to defuse it where it lay."

The bomb had been unearthed by a mechanical digger excavating the site for housing development at a former RAF seaplane station on

the Mount Batten peninsula.

Its discovery triggered an evacuation of business sites in the area and resulted in cancellation of the first night of the British National Fireworks Championships.

It had been planned to set off the fireworks on the nights of August 11 and 12 near the spot

where the bomb was found.

After moving the bomb, the Navy team waited overnight for the next tide.

Then, using flotation bags, they used their Gemini inflatable to tow the device a mile offshore. There they detonated it at a depth of 16 metres, the explosion causing a

100ft high column of water.

With the bomb safely dealt with, the fireworks could go ahead - compressed into a more spectacular single night.

Other members of the Navy team were LS(D) Sid Lawrence and AB(D)s Gareth Buffrey and Dave Audley.



York back on the Gulf beat

HMS YORK has returned to Armilla Patrol in the Gulf after being diverted to stand by in case Britons had to be evacuated from troubled Indonesia.

She had left the Gulf at short notice with a Royal Marines and a Fleet Standby Rifle Team embarked, but the crisis

passed and she was able to visit Japan. She also underwent a two-week maintenance period in Singapore, during which families and friends flew out for a holiday.

HMS York (right) is due to return to Portsmouth at the end of October.

Meanwhile HMS Montrose has returned to Devonport after a seven-month deployment to the South Atlantic.

The Type 23 frigate spent four months on patrol in the Falklands area and conducted Defence Industry Days in Chile and Boston - where she provided a platform for the Duke of York who attended the bicentennial celebrations of the preserved warship USS Constitution.

Percivale cadets in search for divers

SIXTY Sea Cadets on board the landing ship RFA Sir Percivale provided look-outs when the ship was called in to lead a search for two missing divers off the West Sussex coast.

The Sir Percivale was on passage from Southampton to Antwerp to give the cadets sea experience, when the ship responded to a mayday call on August 17. The divers had been exploring a wreck about 25 miles off Littlehampton when they were reported missing.

Sir Percivale, as on-scene commander, co-ordinated the search by lifeboats and Coastguard helicopters - but to no avail. After over 48 hours, the search was called off.

Helo repair: No forced jobs cut

ALL 174 jobs to be axed by the National Aircraft Repair Organisation will not involve compulsory redundancies, NARO has announced.

The cuts will be made at the organisation's two bases at Fleetlands, Gosport, employing 1,200, and Almondbank, Scotland where 400 work.

U-boat ace dies

HIGHEST-scoring German U-boat ace Otto Kretschmer has died aged 86.

Kretschmer, who was captured in 1941, later served in the West German navy, retiring in 1970 as a flotilla admiral.

Britannia tours

THE FORMER Royal Yacht Britannia is due to be opened to ticket-only visitors on October 19. Tickets to enter the ship, berthed at Leith, are expected to cost £6.

Spearhead Marines

■ From front page

as the effects of civil war brought the Congo close to chaos. However, a MOD spokesperson said the deployment of the Marines did not imply that a military-assisted evacuation of Britons from Kinshasa would be necessary.

The Commando unit, working closely with allies, including the French, includes a Boat Troop with four rigid raiders, and additional communications and medical personnel.

On August 19 Britain deployed a further 120 personnel of 3 Commando Brigade HQ to the Gabon port of Libreville to provide logistical support, and command and control reinforcements.



Planning for Independence

your choices in **FOCUS**

A Navy News advertising feature on Education

'Spice' is right, not 'sugar' ...

IF THERE's one thing that the Spice Girls have done, it is to draw attention to that other, altogether more interesting, aspect of little girls – spice, writes *Deborah Forbes*.

Whether the originator of the jingle was just after a rhyme for 'nice' I don't know, but what a promising departure from sugar!

St Trinian's, Mallory Towers and a flowering of literature about repressed convent girls evolving into hot nymphets have perhaps coloured the popular conception of girls' only schools as places where sugar may appear as candy floss, thick, gloopy molasses or bitter black treacle.

Hearty hockey sticks, codes of honour borrowed from their brothers or the unhealthy intensity of females cloistered together in a tumult of hysterical passion have conspired to promote the apparent advantages of co-education.

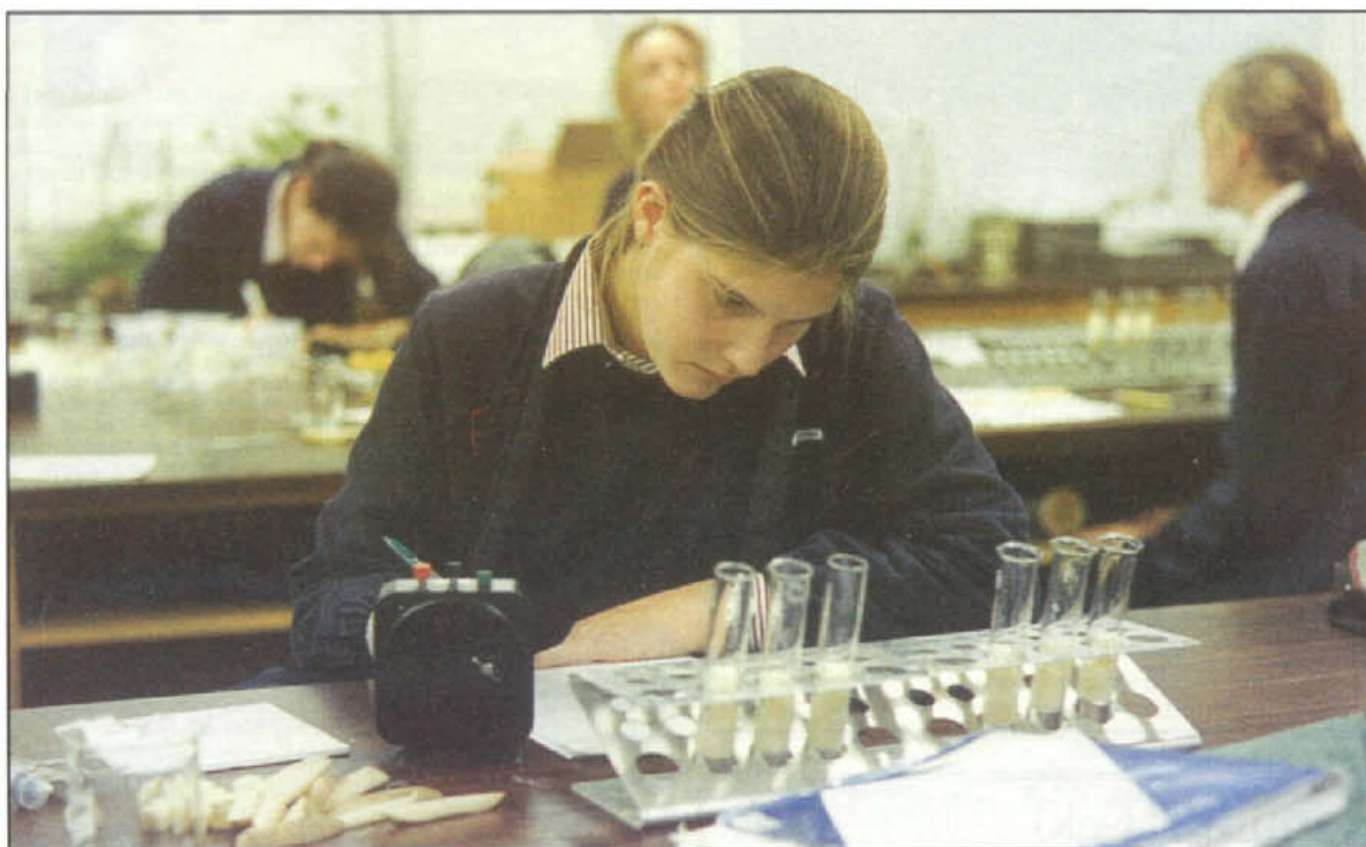
What a travesty! As Head of an all girls' boarding school my working life could hardly resemble the stereotypes less. The sixth formers who go out into the world each year are fine, confident, purposeful young women, all destined for university, many taking a GAP year occupied by projects which demand an intrepid spirit, not to mention resourcefulness in raising

funds to finance the adventure.

So, what have they gained, these capable girls, from being educated in the company of their own sex? Before I answer that question, let me be clear about one thing: they like boys and young men. They meet them, discuss them, think about them and talk to them (at length) on the telephone. They plan and organise social events with them, challenge them in debating and public speaking and so on.

These opportunities please them, their parents and us. No-one wants them to be freaks, reclusives or dangerously innocent. What we do want for them is the chance to mature without ever-present distraction. The most vulnerable mid-teen years are crucial in the growth of self-esteem.

Sensitive to each other's feelings, girls build up trust in a classroom atmosphere, knowing that their mistakes will be gently received; they know that their strivings towards articulate expression and reasoned assertion will be encouraged and applauded. They do not have to compete with boys on equal terms; the terms are their



● *New horizons for independent girls: "They do not have to compete with boys on equal terms. The terms are their own, they make their own rules. Every avenue to leadership is exclusively their own; every reward is theirs."*

own, they make their own rules.

Every avenue to leadership is exclusively their own; every reward is theirs.

This uncompetitive access to all fields of endeavour does not mean that when confronted with the opposite sex in a working environment, the girls blush and efface themselves; far from it. They are used to being accorded respect and can command it.

Living in a female community means that girls arrive at womanhood by their own routes. They have not shed the traditional female powers of nurturing and sympathy. Those qualities are not mere 'sugar'; if the women of today do not have them, the children of tomorrow face a bleak future. We are not educating a race of superwomen, but of women who are empowered to choose their individual paths to fulfilment.

● *Deborah Forbes is the Head of Queen Anne's School, Caversham.*



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Farnham Lane, Haslemere, Surrey, GU27 1HQ
(GSA Day & Boarding School for Girls 11 – 18 years)

17 SEPT 1999 ENTRANCE EXAMS (YEAR 7) 7–9 pm
24 SEPT PRESENTATION EVENING
3 OCT SIXTH FORM FORUM 4.45–8 pm
OPEN DAY 10 am–12.30 pm

THE GROVE, The Royal Junior School
HINDHEAD, Surrey, GU26 6BW (Day & Boarding School for girls 4–11 years)

6 NOV SCHOOL AT WORK MORNING 10 AM–12 pm

PRE-SCHOOL & AFTER SCHOOL CARE AVAILABLE
TRANSPORT AVAILABLE TO MOST AREAS

THE GROVE NURSERY FOR BOYS & GIRLS FROM 2½ YEARS

For further information please contact the Admissions Secretary

Tel: 01428 605407 Fax: 01428 607451

The Royal school provides outstanding education for girls. Registered Charity (no 312060)

QUEEN ANNE'S SCHOOL

Caversham

... is set on a forty acre campus near Reading, Berkshire. We have an exceptional academic record and full programme of weekend activities.

Why not come to our

Open Morning

19 September 1998

and see for yourself, Queen Anne's School is brimming with activity.

Mrs D. Forbes, Head
INDEPENDENT BOARDING AND DAY
FOR GIRLS, AGED 11–18

prospectus? visit?
☎ 0118 94845 87

WYKEHAM HOUSE SCHOOL

G.S.A. INDEPENDENT
DAY SCHOOL FOR
GIRLS
(AGED 2¾ - 16 YEARS)

EAST STREET FAREHAM, HANTS. PO16 0BW
Telephone: 01329 280178 Fax: 01329 823964



For further information please contact the Admissions Office Tel: 01473 326200

East Anglia's largest HMC co-educational full boarding school for 660 pupils aged 11-18, which offers special concessions to the children and grandchildren of seafarers.

Royal Hospital School exists to provide education for children

Planning for Independence *your choices in* **FOCUS**

They've got their own mountain rescue service and they believe in their Scottish roots. But this school has –

A Navy News advertising feature on Education

Highland values with global reach

RANNOCH School is unique. So is each child. Set in an environment of unsurpassed beauty on the magnificent loch from which the school takes its name, Rannoch provides a world-class education in the heart of the Highlands of Scotland.

Wing Cdr Jim Lawrence, parent of three Rannoch pupils and Chairman of the board of governors, says the school is ideally situated for all HM Services in Scotland.

And, says new Headmaster Dr John Halliday: "The needs and talents of every individual boy or girl are assessed, nurtured and challenged, both inside and outside the classroom to foster self-confidence, self-reliance, a zest for life and a responsibility towards others."

To this end the school has its own Mountain Rescue Service, Fire Service, Loch Patrol, Community Service and Building Service and enjoys an unparalleled record in the Duke of Edinburgh Award Scheme.

Whilst firmly embedded in a Scottish context, both geographically and culturally, Rannoch retains a global perspective through its many international links.

Rannoch's membership of the prestigious Round Square movement, a worldwide organisation of some 30 schools, enables its pupils to study abroad on exchanges or collaborate on community projects in Third World or undeveloped countries.

For a co-ed school of 230 pupils, Rannoch boasts a proud sporting tra-



● **Sailing on Loch Rannoch – twins Richard and Stuart Urquhart, the national Buzz class under 18 champions. "Although we are joint heads of school sailing, we have always taken our proper share on the Loch Patrol."**

dition. The senior girls cross-country team were well on track last term by winning the shield at Fettes Open Schools Relay and the silver medal at the Scottish Schools Cross Country Championships at Irvine.

Tom Smith, the Scottish and British Lion prop, is a former pupil and further national and international honours have been won recently in hockey, athletics, sailing and rounders. Two high-profile pupils, Stuart and Richard Urquhart, who are identical twins, are the national Buzz class under 18 sailing champions. The twins, who started with Toppers and were campaigning on a Laser 4000 during the summer as they waited to go to university, say: "Although we are joint heads of school sailing, we have always taken our proper share on the Loch Patrol. We come from a family that has always messed about in boats."

Dr Halliday, a modern linguist who taught at university in Germany and in the UK before moving into secondary education, is enthusiastic about the holistic approach to education practised at Rannoch.

"At a time when the moral and educational health of the nation is the subject of such vociferous public debate no school is better placed than Rannoch to respond to the many academic and social economic challenges facing young people today."

"Negotiating the 'moral maze' is rather less frightening a prospect for those who have profited from the genuinely all-round education we provide."

Art, music and drama thrive, while a new, purpose-built technology centre was opened last year by the First Sea Lord Admiral Sir Jock Slater, himself a former parent at the school. Much has been spent recently adding to and upgrading the facilities.

GORDON'S SCHOOL WEST END WOKING, SURREY

PATRON: HER MAJESTY THE QUEEN
HEADMASTER: DENIS MULKERRIN MA



Gordon's is a small, Grant Maintained, co-educational school which caters for some 480 boarders aged 11 to 18. Thirty minutes from Heathrow, the School is situated in fifty acres of Surrey countryside and has quite outstanding facilities.

Gordon's has a strong emphasis on academic standards, self discipline, high expectations and traditional values. In its recent Ofsted Inspection Gordon's was described as "a very good School with a number of unique features". In the national league tables for examination results, Gordon's was the 11th most improved school in the country.

As a Grant Maintained School there are no tuition fees, parents pay only the boarding fee which is well within the Forces allowances.

For further information and prospectus, please contact:

The Headmaster, Gordon's School, West End, Woking, Surrey
GU24 9PT Tel: 01276 858084.

Gordon's School is a registered Charity which exists to provide education for children. Registered Charity No. 312092

unique' (-ek).

adj. Being the only one of its kind, having no like or equal or parallel.

Open Day

Saturday 3rd October 1998

Because not all schools are the same



For further details apply to:

The Headmaster, Kelly College, Tavistock, Devon, PL19 0HZ
Tel. 01822 613005 Fax 01822 612050

Registrar: KirwinC@aol.com

Headmaster: KellyHM@compuserve.com

http://ourworld.compuserve.com/homepages/kelly_college

A Registered Charity which exists to provide education. Charity Regd. No. 306716



ROYAL ALEXANDRA & ALBERT SCHOOL

Smaller Classes, Better Facilities,
Quality Teaching.

OPEN MORNING

SATURDAY 3rd OCTOBER 10.00 am - 12 noon

Come and see us. Meet staff and join guided tours of the teaching and boarding facilities.

* We are a voluntary aided state boarding school with places for boys and girls aged 8 to 18

* Tuition is free - parents pay only for boarding

* We are very experienced in the needs of Service and expatriate families

* Homely facilities in modern boarding houses

* Close to M25, Gatwick & Heathrow

For further information please telephone (01737) 643052
Gatton Park, Reigate, Surrey RH2 0TD

Patron: Her Majesty the Queen

Charity No. 311945

GREAT BALLARD SCHOOL

Co-educational IAPS Day & Boarding 2-13
TOP FOR ALL ROUND EDUCATION



OPEN MORNING
Saturday 17th October
10.30 a.m. - 1.00 p.m.

Informal tours of the school.
Meet the children and staff for coffee.
FREE bus service for all ages.
All day Nursery from 2+.

*From September 1998,
no Saturday School
(except for years 7 and 8).*

For further details, please contact:
Maureen Williams, Great Ballard School, Earham
(between Chichester & Arundel)
on 01243 814236

THE DUKE OF YORK'S ROYAL MILITARY SCHOOL DOVER

- ✦ Exclusively for the sons and daughters of members and retired members of the RN/RM, RAF and British Army
- ✦ 490 pupils 11+ to 18 all boarders, 110 Sixth Formers
- ✦ Caring family atmosphere
- ✦ Pupil: Teacher ratio 10: 1. Average class size 16
- ✦ Excellent record in GCSE, BTEC, National Diploma, GCE A Level and in the numbers entering university
- ✦ Low fees of £285 per term whether serving or retired
- ✦ Ask about the value added dimension to our academic work.



Further enquires to:

Headmaster - The Duke of York's School
Dover CT15 5EQ

Phone: (01304) 245024

RANNOCH SCHOOL

A WORLD CLASS EDUCATION
IN THE HEART OF THE HIGHLANDS
FOR BOYS AND GIRLS 10-18

BOARDING, WEEKLY BOARDING, DAY

In
Pursuit
of
All-Round
Excellence

- * Achievement through small classes
- * Challenge through expeditions
- * Tolerance through service
- * Friendship through the community spirit
- * Commitment through sports and activities

Academic, Art, Music, Sports Scholarships

Phone for a prospectus and come and see us

Headmaster Dr John Halliday

Rannoch School, Perthshire PH17 2QQ, Scotland

Tel 01882 632332 • Fax 01882 632443

www.rannoch-school.demon.co.uk

Rannoch School is registered in Scotland as an educational charity



Sexey's School

Based in the heart of Somerset
Admission at ages 11, 13 & 16

Excellent free tuition in small classes
co-educational Boarding for ages 11-18 at only £1,449 per term

- A strong academic tradition, with excellent exam results
- Placed 9th in the country in the November 1997 League Tables
- A well structured caring and supportive pastoral system
- A wide range of sporting, recreational & cultural activities
- Located close to the main line rail links - escorted travel available
- Featured in The Telegraph & Sunday Times Good Schools Guides
- An excellent Ofsted Report October 1996

*For an illustrated prospectus or to arrange a visit,
please contact the Admissions Secretary*

Mrs J Fairhurst at Sexey's School

Cole Road, Brev. on, Somerset, BA10 0DF or

Tel: 01498 814102 Fax: 01498 812870

E-Mail Address: jfairhurst@sexeyssomerset.sch.uk

Providing Grant Maintained Education in Somerset

Planning for Independence *your choices in* **FOCUS**

A Navy News advertising feature on Education

Boarders all at home at Holbrook

THE ROYAL Hospital School, Suffolk is the largest boarding school in East Anglia with some 660 full boarders.

Established at Greenwich in 1712 to educate the sons of seafarers, it moved to its present superb 200 acre site on the banks of the River Stour in 1933.

Whilst now fully co-educational and open to children from all backgrounds, the school is proud of its long seafaring traditions and still holds ceremonial parades during the autumn and spring terms.

More practically, its easy access to water via Holbrook Creek and Alton Water Reservoir means that sailing is also a major activity. The children and grandchildren of seafarers are also eligible for the school's own assisted places scheme, based on parents' income.

The Royal Hospital School is the only full seven-days-a-week boarding school remaining in East Anglia. While demanding

high academic standards, there is great emphasis placed on the development of individual potential.

And in having fun – in games, drama, outdoor pursuits or any of the impressive list of extra-curricular activities that take place after school or at weekends.

There is a particularly strong musical tradition, with the Choir and Band much in demand – notably for a highly acclaimed gala performance at Portsmouth Guildhall earlier this year.

The school is fortunate to have the financial backing of the Crown Charity, Greenwich Hospital. Over £7 million has been spent over the past six years in refurbishing all boarding accommodation, building new Design Technology and computer facilities – and, due for completion next month, a floodlit artificial hockey pitch.



BOUNDARY OAK SCHOOL

Roche Court, Wickham Road,
FAREHAM. PO17 5BL

Co-educational Nursery & Preparatory School (Day & Boarding)

Nursery school: rising 3-5 years

Preparatory Department: 5-13 years

GIRLS' BOARDING FACILITY NOW AVAILABLE

Family atmosphere • Large Sports Grounds • Strong Forces Link

For full details of Scholarships and a Prospectus

Please Telephone: Fareham (01329) 280955. Reg Charity 307346

ST JOHN'S SCHOOL SIDMOUTH

THE flexible boarding school

(Ideal for the busy family - education for boys and girls, 2 to 13 years)

"WHERE CHILDREN COME FIRST"

ask for details about

THE MILLENNIUM SCHOLARSHIPS
'Promoting talent for the future'

Write or ring for further information to:

St John's School, Broadway, Sidmouth Devon EX10 8RG

Tel 01395 513984

St John's is a charity no. 274864 and exists to provide education for children

THE RIGHT STEP for the FUTURE

BOYS & GIRLS 3 - 18
day, weekly, full boarding

Potential

child's

on your

Building

Embley Park
School

Romsey, Hampshire, SO51 6ZE

Tel: (01705) 512206 Fax: (01705) 518737
e-mail: embley.park.school@virgin.net

Registered Charity
existing to educate children



Douai all-rounder Duncan

ONE OF Douai School's most active former pupils is S/Lt Duncan McClement, currently studying Mechanical Engineering at Southampton. He is a fifth generation naval officer and a third generation Old Dowegian.

A keen all-round sportsman, he represented the Combined Services Under 21 Rugby team in the match against England students at Twickenham last April and was also selected for the 1996 Navy Under 25 cricket squad.

Duncan ran the Duke of Edinburgh Award Scheme at Douai and has continued this interest by becoming a Unit Expedition Leader.

When he revisits the school he will find many important changes. There are now more girls than in his day. But some things remain the same: a small school with high standards for everyone.

THE ROYAL SCHOOL, HAMPSTEAD

Principal: Mrs C.A. Sibson B.A. (Oxon)

INDEPENDENT BOARDING AND DAY SCHOOL FOR GIRLS 7 - 18 YEARS

A HOME FROM HOME FOR YOUR DAUGHTER

Here in Hampstead, your daughter can receive an excellent education whilst studying in a caring, happy and secure environment. We provide:

- A broad based curriculum, well qualified staff and small classes
- Flourishing activities including Sport, Drama, Dance, and Music.
- Modern accommodation with good facilities.
- Frequent educational and cultural visits.
- Escort service for young girls to travel termini.
- Very competitive fees closely related to Boarding School Allowance

Please contact:

The Admissions Secretary, The Royal School,
Hampstead, 65 Rosslyn Hill, London NW3 5UD.
Tel: 0171-794 7707

A Registered charity founded for the education of the daughters of servicemen



DOUAI SCHOOL

Catholic Independent HMC
Co-educational Day and Boarding
10-18 years
within the Benedictine tradition -
all Christians welcome

High academic standards
National reputation for sport
Strong links with the Royal Navy

Douai Assisted Places
may be available
to supplement the BSA

Open Day

Saturday 10th October
10 am - 12.30 pm

Douai School, Upper Woolhampton, Reading RG7 5TH

Tel: 0118 971 5200 Fax: 0118 971 5241

e-mail: douaischl@aol.com

Visit our website at: <http://members.aol.com/douaiweb>

Newlands

an education for life



Quality education for boys
and girls aged
2 1/2 - 18 years

Fees in line with the BSA

A high percentage of Forces
boarders

High Academic standards

Outstanding art, drama,
music & dance

Strong sporting tradition

Dyslexia Centre
offers specialist teaching

**Let us help your child to excel to his or her
maximum capability**

Travel and escort arrangements include airports, Fareham,
Romsey, Aldershot, Maidstone & Victoria Station

Tel. Susan on (01323) 490000

for a brochure or to arrange a visit. Fax (01323) 898420

Newlands School, Eastbourne Road, Seaford,
East Sussex, BN25 4NP

Website <http://www.interbd.com/newlands-school>

Newlands provides education for boys & girls. Reg Charity No 297606

ALL PLACES ARE FINANCIALLY ASSISTED

These children will have an exceptional start in life...

...so could yours

Christ's Hospital, one of England's great boarding schools, provides a unique educational opportunity for children aged 11-18 from all walks of life

Families are warmly invited to the
Christ's Hospital Open Afternoon
Saturday 3 October 12 noon to 5.00pm

CHRIST'S HOSPITAL · HORSHAM · WEST SUSSEX RH13 7YP.
TEL: 01403 211293 FAX: 01403 211580
Registered Charity No. 306975

Special consideration will be given to children whose parents have served or are serving in the Royal Navy, Royal Marines or Royal Reserves

Planning for Independence *your choices in* **FOCUS**

A Navy News advertising feature on Education

Mixed ability – and still ahead of the rest

IT IS often the boast of Independent Schools that their children are advanced. With the advent of the national curriculum and the key stage tests, such assertions are now becoming possible to test.

The Bolitho School in Penzance – where a number of Service children are boarders – has taken the unprecedented step of entering its ten-year-olds for the Key Stage 2 tests a year early.

And the results appear to justify the conclusion that they are indeed a year ahead – they were way above the national average, despite the age difference.

Headmaster Nicholas Johnson said he was delighted with them. "There is a significant difference in maturity between a ten and 11-year-old, so our results are even more of an academic achievement than the figures suggest."

"We are a mixed ability school and we do not 'cream off'. Some of our children are certainly very able, but others had to work very hard for these results."

"I am pleased, too, with our Service children. Some of them had a patchy education in numerous schools before they

arrived with us at age eight. But the results show that they have caught up and overtaken their state school contemporaries remarkably quickly."

Mr Johnson explained that the great advantage of gaining a year at this stage was the likely beneficial impact at GCSE.

"We are both a junior school and a senior school combined, so that we can maintain the momentum by taking Key Stage 3 tests a year early as well."

"This allows us to have a three year run in to the GCSE exams – a massive advantage for the students that enables them to achieve a 90 per cent or more pass, as compared to 54 per cent in the state system."

There were a number of factors he attributed to the success of his children. Set size was one factor. These averaged around 13 while the absolute maximum was 20.

But he also suggested that happiness and the peer group atmosphere were crucial.

"If a child is happy, and if his or her friends want to do well

and join in, then that child will try hard and will have the will to succeed."

"And there can be no doubt that, if you try, you do succeed. As I often tell them: '99 per cent of genius is hard work'."

"This applies to music practice, sports, drama and art just as much as to academic study. It also applies in adulthood as well, so it is a lesson for life."

CHILDRENS COMPETITION CORNER

WIN! ONE OF THREE FAMILY TICKETS TO A BOWLING CENTRE NEAR YOU

(Family Ticket includes 2 games of Bowling, Burger Meal, Fries + Soft Drink for up to 4 people)
Simply answer three questions on the coupon below and send them in!
Study the advertisements within the education feature to find the answers!

QUESTION 1 - How many schools begin with the letter 'G'?
QUESTION 2 - How many schools are situated in Scotland?
QUESTION 3 - How many full boarders do The Royal School, Suffolk have?

Name: _____ Address: _____

Telephone No: _____ Postcode: _____

Send to: Navy News, Go Ten Pin Bowling Competition, Leviathan Block, HMS Nelson, Queen Street, Portsmouth, PO1 3HH

Replies must be received by 15th October 1998. Entries with a correct answer will be entered into a draw at Navy News on 20th October 1998. More than one original can be submitted but photocopies cannot be accepted. You should submit your entry on the original coupon. The Judges decision is final. No correspondence will be entered into. Employees and relatives of Navy News are ineligible for this competition.



TEN PIN

Duke of York School
please see our advertisement on page 12

Choosing a School?

The Independent Schools Information Service (ISIS) provides you with up to date information about independent schools. Phone us now for the free regional ISIS handbook giving details of schools in your area.

Tel: 01736 799250
Suite Ref N40996
Or write to ISIS (South West), Trevarrack House, Lelant, St. Ives, Cornwall TR26 3HA

ISIS
Independent Schools Information Service

PARK LODGE NURSERY & PREP SCHOOL

Helensburgh's small unique independent school

- A school small enough to enable each child to work at an individual level and pace.
- A school where no child is unhappy, bored or fails to make excellent progress.
- A school which provides before and after school care (8.00am - 5.30pm) in all departments.

PARK LODGE SCHOOL
17 Charlotte Street - Helensburgh - Dunbartonshire
TEL: 01436 673008

ST PETROC'S SCHOOL

Ocean View Road, Bude, Cornwall, EX23 8NJ
Tel: (01288) 352876
Headmaster: R.N. Baird, B.A., P.G.C.E.

Would your child benefit from the following?

- Class sizes between 12 and 16
- Individual attention
- Academic reports every 3 weeks
- Well-disciplined, friendly environment
- Staff who care and encourage

St Petroc's is a preparatory school catering for boys and girls from the age of 3 to 14 years. From the age of 7, children may board (weekly or full boarding)

St Petroc's accepts the full B.S.A. as payment of fees

A registered charity (number 306578) founded to provide education

St. Lawrence College

Ramsgate, Kent, CT11 7AE

<p>3 - 13 years Junior School (IAPS) Boys and Girls</p>	<p>11 - 18 years Senior School (HMC) Day and Boarding</p>
---	---

Special Fees Package for Service Families Services Boarding Allowance + 10% of main fees

A Church of England Foundation 1879

- High Examination Pass Rate to University
- Close Pastoral Care
- Excellent Facilities
- Strong Christian Ethos

For more information, please contact:
Tel: (01843) 592680 Fax: (01843) 851123

St. Lawrence College exists to provide education for children. Charity number 307 831

HOLDING TO THAT WHICH IS GOOD

Monkton Combe

SCHOOL

PRE-PREP JUNIOR SENIOR

BOYS AND GIRLS BOARDING AND DAY 2-19

OPEN MORNINGS

Senior School - Saturday 3rd October 1998
Junior School & Pre-Prep - Saturday 10th October 1998

**COME AND SEE US
OR SEND FOR A PROSPECTUS**

Please send a PROSPECTUS and OPEN DAY details for the Senior School ☐ Junior School ☐ Pre-Prep ☐

Name: _____
Address: _____
Postcode: _____ Tel: _____

Please return coupon to: Mrs Patricia Neaverson, Monkton Combe School
BATH BA2 7HG Tel: 01225 721133 Fax: 01225 721181
http://www.isis.org.uk/sites/monkton/ email: jh28@diapipex.com

THE BOLITHO SCHOOL

PENZANCE

A co-educational Boarding & Day School

- A Bilingual Section - Children aged 8 - 11 (French - English)
- A Happy Caring School

The Bolitho School, Polwithen, Penzance TR18 4JR
Tel: 01736-363271 Fax: 01736-330960
Email Ken@kjbolpz.demon.co.uk

Oakwood School

Chichester

Boys & Girls 2 1/2 - 11. (Boarding from 7)

- Beautiful, secure setting
- Warm family atmosphere
- Excellent academic record
- Wide range of sports and activities
- Fees = BSA + 10%

THE PERFECT ENVIRONMENT FOR YOUNG BOARDERS

FOR DETAILS, PLEASE TELEPHONE: (01243) 575209

TRINITY

SCHOOL

BOARDING AND DAY SCHOOL
FOR BOYS AND GIRLS
PREPARATORY 3-11 SENIOR 11-18

- Small Classes • Christian Ethos
- Excellent academic opportunities
- Over 30 extra-curricular activities
- A well-disciplined friendly, caring environment with individual attention
- One residential member of staff for every 10 boarders
- 20 Advanced Level subjects plus NVQ and GNVQ offered
- More than £1 million spent on new facilities over the last 5 years
- £.75 Million worth of further development on boarding facilities and classrooms due to open for Summer Term 1999

TRINITY SCHOOL

BUCKERIDGE ROAD • TEIGNMOUTH • DEVON • TQ14 8LY
TEL (01626) 774138

Trinity School is a charitable institute for the education of children
Member of ISA - Reg. Charity No 276960 - Accredited by ISJC

ST DUNSTAN'S ABBEY SCHOOL PLYMOUTH

DAY AND BOARDING SCHOOL FOR GIRLS 2 1/2 - 18

- High Academic Standard
- Dyslexia Unit
- Drama A Speciality
- Single Bedrooms

Telephone for a prospectus: 01752 201350

A Charity providing quality education for children.
Registered Charity number 306736